FORD CARS

$1,500 purchases the latest model 5 Seater Ford Touring Car and includes driving lessons.

Call, or Phone 27.

ALEX. ROSS & Co.,
4, Des Vœux Road,
Sole Agents.

[90

Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

At times of crisis it must be Bovril

BRITISH TO THE BACKBONE.

[402-2

No. 17,745. 號五十四百七千七萬一第 日一十月二年卯乙 HONGKONG, FRIDAY, MARCH 26TH, 1915. 五拜禮 號六十二月三年四國民華中 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

Mar. 27th.—The English Mail (*vid* Siberia), per s.s. TAMBA MARU.

Mar. 28th.—The French Mail, per s.s. ERNEST SIMONS.

TO DEPART.

Mar. 26th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. NUMA.

Mar. 27th.—Europe *vid* Siberia, at 4 p.m., per s.s. SHAOHSING.

Mar. 30th.—Philippine Islands, Japan *vid* Nagasaki, Honolulu, United States, South America and Canada *vid* San Francisco and United Kingdom *vid* Canada, at 11 a.m., per s.s. CHINA.

Mar. 30th.—Philippine Islands and Japan *vid* Moji, Victoria, B.C., Tacoma, and United Kingdom *vid* Canada, at 1 p.m., per s.s. CANADA MARU.

Apl. 3rd.—Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. POLYNESIEN.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [57

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KANIYAMADA Collieries.
AGENTS FOR
SAKITO AND OYUBARI Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, OTARU, MURORAN, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSURUGA, SHANGHAI, HONGKONG, HANKOW, PEKING.

Cable Address for above: "IWASAKI."
Codes: A1, A.B.C. 5th Ed., Western Union.
AGENCIES:—
CHINKIANG—Messrs. GEARING & Co.
MANILA—Messrs. MACONDRAY & Co.
SINGAPORE—Messrs. BORNEO Co., LTD.
GLASGOW—Messrs. A. R. BROWN, MCFARLANE & Co., LTD.
For Particulars, apply to—
K. KATO,
Manager,
No. 2 Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [91

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 „ to 10.00 „ „ „ 10 „
10.00 „ to 11.00 „ „ „ 15 „
11.30 „ to 12.45 p.m.... „ 15 „
12.45 p.m. to 1.15 „ „ „ 10 „
1.15 „ to 1.45 „ „ „ 15 „
1.45 „ to 2.15 „ „ „ 10 „
2.15 „ to 5.00 „ „ „ 15 „
5.00 „ to 8.10 „ „ „ 10 „

NIGHT CARS.

8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
1.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m to 10.30 a.m....Every 15 minutes.
10.30 „ to 11.00 „ „ „ 10 „
11.30 „ to 12.00 noon „ 15 „
12.00 noon to 1.00 p.m.... „ 10 „
1.00 p.m to 5.00 „ „ „ 15 „
5.00 „ to 6.00 „ „ „ 10 „
6.00 „ to 7.00 „ „ „ 15 „
7.00 „ to 8.10 „ „ „ 10 „

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 29th May, 1914. [95

MITSU BISHI

DOCKYARD AND ENGINE WORKS.

A1., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers, Manufacturers of Contraflo Condensers, Stone's Manganese, Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI.

TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet	350 feet	714 feet.
Width of Entrance on bottom	77 „	53 „	88 „
Water on Blocks at Spring Tide	26 „	24 „	34 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE.

TELEGRAPHIC ADDRESS:—"WADADOCK," KOBE.
FLOATING DOCKS.

	No. 1.	7,000 tons.	No. 2.	12,000 tons.
Lifting Power				
Max. Length of Ship taken in	„	460 feet.	„	580 feet.
Max. Breadth of Ship taken in	„	56 „	„	66 „
Max. Draft of Ship taken in	„	22 „	„	26 „

The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimonoseki).

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.
GRAVING DOCK.

Length on Keel Blocks	369 feet 0 inch.
Breadth at Entrance on bottom	56 „ 0 „
Depth of Water on Blocks at Spring Tide	25 „ 7 „

Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application. [97

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST **FIREBRICKS** GRADE
FIRECLAY.

STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG.
TELEPHONE No. 1030.

DODWELL & CO., LTD.,
AGENTS.
Hongkong, 1st October, 1914. [44

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TEMPORARY TIME-TABLE
(Effective from February 18th, to April 30th, 1915).

Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporary suspended, and a ONE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

1st Class Fares			Connecting at Harbin with the Trans-Siberian Express Service to Petrograd.	Sakaki	Kobe
$ 8.50, $ 10, $ 11.75	Shanghai (S.M.R. Str.)	Lv.	Forenoon	Tues.	Sat.
	Tsingtao „	Ar.	„	„	Wdsy.
	Dairen „	Lv.	Tu.	Tu.	Tues.
	(S.M.R. Train)	Lv.	3.25 p.m.	Thursday	
Yen 8.95	Mukden „	Ar.	11.55 „	„	
	„ „	Lv.	11.59 „	„	
Yen 15.05	Changchun „	Ar.	7.10 a.m.	Friday	
	„ (Russian Train)	Lv.	*9.00 „	„	
$ 4.60	Harbin „	Ar.	*9.30 p.m.	„	

SOUTH BOUND.

1st Class Fares			Connecting at Harbin with the Trans-Siberian Express Service from Petrograd.	Thursday
$ 8.60	Harbin (Russian Train)	Lv.	10.10 a.m.	„
	Changchun „	Ar.	4.10 p.m.	„
	„ „	Lv.	5.45 „	Friday
Yen 11.55	Mukden „	Ar.	9.45 „	„
	„ „	Lv.	10.5 „	„
Yen 14.95	Dairen (S.M.R. Str.)	Ar.	9.00 „	Fri. Wed.
		Lv.	Noon	Sat.
Yen 25 & Yen 20	Tsingtao „	Ar.	Forenoon	Mon. Fri.
	Shanghai „	Ar.	„	Sakaki Kobe

*Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

To the daily train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.20 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS Co.; Messrs. THOS. COOK & SON; REISEBUREAU DER HAMBURG-AMERIKA LINIE; the NORDISK RESEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained *free*, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT,
SOUTH MANCHURIA RAILWAY CO., DAIREN.
[96

FURUKAWA & CO.
(FURUKAWA GOMEI KWAISHA TOKIO.)

SILVER AND COPPER:

Sole Proprietors of ASHIO AND OTHER NINE COPPER AND GOLD MINES.
SILVER BULLION, COPPER INGOTS, TILES AND SHEETS, BARS, both of COPPER AND BRASS.

CABLES AND WIRES:

Every Kind for Electrical Use.

COALS:

Sole Proprietors and Sole Agents for
SHAKANOO, MUTA, ARATE, NAKAZURU, SHIOGASHIRA, SENSUI, SHIMOYAMADA, SHINSHAKANOO, TAKADA, AND OTAKAE COLLIERIES.

HEAD OFFICE:—MARUNOUCHI, TOKIO.
BRANCH OFFICES:—OSAKA, MOJI.
WAKAMATSU, HAKATA, SHANGHAI, HANKOW, DAIREN.

TEL. No. 810. No. 20, DES VŒUX ROAD, CENTRAL.
Hongkong, 1st March, 1915. [342

BLACKLOCK & MACARTHUR, LTD.

TRADE MARK

CLYDESDALE PAINT AND OIL WORKS,
GLASGOW.

MANUFACTURERS OF
WHITE LEAD. PAINTS. COLOURS. VARNISHES. OIL REFINERS. ETC., ETC.

CONTRACTORS TO HIS MAJESTY'S GOVERNMENT, COLONIAL AND FOREIGN GOVERNMENTS, RAILWAY AND STEAMSHIP COMPANIES, ETC.

PRICES AND PARTICULARS FROM—

WM. STEWART & CO.,
ALEXANDRA BUILDINGS,
SOLE REPRESENTATIVES.
Hongkong, 1st December, 1914. [33

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.
5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Flooring—Sizes to Order.
Philippine Hardwood Wharf Piles in lengths up to 60 feet.
The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for constructional purposes.
Prices and Samples on application.
Telegrams—Rosewood. Telephone No. 1433 P.O. Box No. 639
Hongkong, 2nd May, 1914 [51

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.
Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 503, 681, 2050, 3470.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.

Every description of repair work undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres. Every description of warehousing, Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [112

OREGON PINE.

BORNEO HARDWOOD

IN SAWN PLANKS. LOGS AND FLOORINGS.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914 [34

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.

[J. H. TAGGART,
16] Manager.]

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 373.
Tel. Address: "VICTORIA."
FRANK L. COOKE,
Manager.
[26

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE HOTEL, most Central Location within the vicinity of all the Principal Banks.

Noted for the best Food, Refreshments Accommodation and Cleanliness. Cuisine under European Supervision. A First-Class String Orchestra renders selections from 5.30 P.M to 11.30 P.M.

Special monthly terms for residents and for Shipping people.

For further particulars apply—
MANAGER.
Telephone 197.
Telegraphic address: "COMFORT."
[20

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience, Telephones in Every Room, prompt connection maintained by six lines to Central.

Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.

P. O. PEUSTER,
Manager.
[99

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.
For further particulars, apply to—
THE MANAGER,
Macau
Tel. Add. "Phœnix," Macau.
1st February, 1915. [37

VICTORIA HOTEL

SHAMEEN—CANTON.

Telegraphic Add.: "VICTORIA, SHAMEEN."

SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor
[69

INTIMATIONS

NEW SHIPMENT
OF
VICTOR-VICTROLA
AND
VICTOR RECORDS
RECEIVED BY THE
S.S. "IXION."
INCLUDING THE LATEST
PATRIOTIC AND NATIONAL AIRS.

S. Moutrie & Co., Ltd.
EXCLUSIVE AGENTS. [31

PUBLIC AUCTION
OF
A LARGE AND VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS.

THE Undersigned has received instructions from the well-known dealers, Messrs. VEN YUEN TSAE, of Shanghai, to sell by Public Auction on
TUESDAY, WEDNESDAY AND THURSDAY,
THE 30TH AND 31ST MARCH, AND 1ST APRIL, 1915, COMMENCING EACH DAY AT 2.30 P.M., AT HIS SALES ROOMS, DUDDELL STREET,
A SPECIALLY SELECTED LOT OF ANTIQUE CHINA AND CURIOS FROM SUNG TO TOWKWONG PERIODS.

COMPRISING:—
RED LACQUERED SEAL BOXES, VASES AND BOWLS, JADE SCREENS, ORNAMENTS AND SNUFF BOTTLES, AGATE AND PORCELAIN SNUFF BOTTLES, CRYSTAL ORNAMENTS.
KANGHI 5-COLOURED AND BLUE AND WHITE VASES, BOWLS, PLATES AND JARS.
KIENLUNG FAMILLE ROSE AND BLUE AND WHITE VASES, BOWLS, PLATES AND PLACQUES.
VERY FINE FAMILLE ROSE VASE, KAHING (LARGE)
VERY FINE FAMILLE ROSE VASES, KIENLUNG (IMPERIAL).
VERY FINE 5-COLOURED PENHOLDER, KANGHI.
VERY FINE BLUE AND WHITE PENHOLDER, KANGHI.
VERY FINE 5-COLOURED VASE, KANGHI.
VERY FINE WHITE VASE, SUNG.
VERY FINE 5-COLOURED AND FAMILLE ROSE PLATES AND BOWLS, KANGHI.
VERY FINE IMPERIAL GREEN VASES, YUNGCHING.
SOOCHOW REDWOOD SCREENS INLAID WITH FAMILLE ROSE AND BLUE AND WHITE PLACQUES (YUNGCHING, KIENLUNG).
TOWKWONG FAMILLE ROSE PLACQUES, VASES, PLATES AND BOWLS, ETC.
OLD BRONZE VASES, INCENSE BURNERS AND FIGURES (MING AND SUNG).

ALSO
A PAIR OF VERY FINE IMPERIAL VASES OF KIENLUNG PERIODS, FAMILLE ROSE PANELS ON SKY BLUE GROUND.

N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

On View from SUNDAY, the 28th March, 1915.
Catalogues will be issued.
TERMS:—Cash on delivery.

GEO. P. LAMMERT,
AUCTIONEER.
Hongkong, 24th March, 1915. [416

WM. POWELL, LTD.
TELEPHONE 346.
JUST UNPACKED:
STRAW HATS
GLYN & Co. 44, Old Bond St. LONDON.
PERFECT FITTING.
HAND-MADE STRAW HATS.
EASY FITTING
LIGHT IN WEIGHT.
WM. POWELL, LTD.
SOLE AGENTS FOR "GLYN'S,"
44, OLD BOND STREET, W. [104

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 25th March state:—

A fair general enquiry for local stocks continues, and prices with few exceptions are well maintained. Bar Silver is quoted to-day at 23 13-16d. per oz. Exchange closes on London at 1/9⅞ T.T., on Shanghai at 78 T.T. and on Singapore at 79½ T.T.

BANKS.—Hongkong and Shanghais have ruled steady at $800 with a few small transactions reported.

MARINE INSURANCES.—Unions after sales at $845 have advanced to a buying rate of $875, closing strong. Cantons are quiet with probable sellers at $360. There are buyers of North Chinas at Tls. 175 and Yangtszes could probably be placed at $235 with ex. 73.

FIRE INSURANCES.—Hongkongs continue in request at $373 after sales. Chinas close quiet with probable sellers at $134 ex. the dividend and bonus of $0 per share for 1913 payable to-morrow.

SHIPPING.—China and Manilas have been booked at $5½ and Douglases at the advanced rate of $35 after small sales at $32. Hongkong, Canton and Macaos close quiet at $23, and Indo-Chinas at $80 with probable sellers. Star Ferries are neglected at $36 nominal.

REFINERIES.—China Sugars have been done again at $110, but close somewhat easier with sales at $108½. Luzons have further appreciated and are now quoted $28 sellers after sales at the rate.

MINING.—Raubs have been booked at $4¼ to $4½, closing slightly easier with sellers at $4.40. Tronohs are quiet at 32/6 and Kailans at 32/- nominal.

OILS.—Shell Transports are unchanged at 88/9 and without business to report. Langkats are quoted at Tls. 39 and Ural Caspians at 35/-, both more or less nominal.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have improved to $50 with sales, and more shares are wanted. Hongkong and Kowloon Wharves are quiet at $65½ with probable sellers. New Engineerings are wanted in the North at Tls. 8½. Shanghai Docks are quiet at Tls. 52 and Shanghai and Hongkew Wharves at Tls. 91.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are quiet but steady at $110. Central Estates are wanted at $93, Humphreys' Estates at $6½ and West Points at $68½. There are sellers of Kowloon Lands at $42 and of Hongkong Hotels at $118.

COTTON MILLS.—Sales of Hongkongs are reported at $63 and more shares can be placed. There are buyers in the North of Ewos at Tls. 135, Internationals at Tls 80, Laou Kung Mows at Tls. 84 and Soy Chees at Tls. 40. Kung Yiks are on offer at Tls. 13 and Shanghai Cottons at Tls. 87.

MISCELLANEOUS.—China-Borneos have improved to $11 with sales. Green Island Cements have further advanced with sales at various rates from $6½ to $7, closing with sellers at the latter rate and buyers at $6¾. The general managers of this company announce that a dividend of 50 cents per share for 1914 will be proposed at the forthcoming annual meeting, and we understand that after making ample allowance for depreciation there will be about $100,000 to carry forward to the credit of next account. Electrics have been done at $40½, Trams at $5.10 and Watsons at $7. There are buyers of Dairy Farms at $33, China Providents at $7⅞, Ropes at $27 and Trams at $5.10. Steam Laundries can be obtained at $33 and Wm. Powells at $6½.

MEMOS.—Hongkong and Whampoa Dock Co., Ltd., ordinary yearly meeting on the 31st inst., transfer books closed from the 24th to 31st inst. inclusive. Hongkong Rope Manufacuring Co., Ltd., ordinary annual meeting on the 31st inst., transfer books closed from the 29th to 31st inclusive. Hongkong Ice Company, Ltd., ordinary annual meeting on the 12th prox., transfer books closed from the 30th inst. to 12th prox. inclusive.

BRITISH LOAN TO RUSSIA.

HOW TRADE WILL BE ASSISTED BY THE £10,000,000 ADVANCE.

The announcement of the British Loan of £10,000,000 to Russia in the form of discounting her Treasury Bills was very favourably received in the City. The operation is part of the outcome of the recent conference between the Finance Ministers of the Allies. It is politically gratifying, and it is profitable to London financiers, who obtain a rate of interest and commission amounting to £5 7s. 9d. per cent. The money will be placed at the credit of Russia in London, and will thus enable her to make payments without remitting money from Russia, which, just now, owing to the rate of exchange, is a very expensive process. The mere fact of the facilities being granted will tend to lower the rate of exchange—that is, the number of roubles required in Petrograd to pay a given number of sovereigns in England.

The issue of £10,000,000 of Russian Treasury bills has been a rapid success, and the bills were dealt in at 4½ discount.

The number of men in the German army who are victims of tetanus is stated in the German Press to reach the high figure of 8.6 per thousand, or three times the number of cases reported during the Franco-Prussian war of 1870.

THE YOKOHAMA SPECIE BANK.

RECORD OF THE YEAR'S WORK.

The Yokohama Specie Bank held a well attended ordinary general meeting of proprietors in the Bank's head office, Yokohama, on 10th inst., with Mr. Inouye, the President, in the chair. The Government (the *Japan Mail's* report states) was represented by Mr. Mori, the Head of the Banking Section, and the Imperial Household by Mr. Otani, a Secretary in the Household Department. The Chairman reviewed the course of the country's financial and economic progress during the past year, and the Bank's working during the latter half of the past year, and presented a report on the term closed on 31st December, 1914.

In the first half of the past year, said the Chairman, the world's market was blessed with peace and calm, but during the closing week of July economic organs all over the world were stopped up on the severance of the diplomatic relations between Austro-Hungary and Serbia, for then almost all of the world Powers were plunged into the vortex of war and disturbance. Directly as well as indirectly this financial deadlock in the West affected Japan's commerce and industry. Above all, foreign trade was hard hit, for the shipping was then contracted; the high seas became dangerous for boats to run; marine insurance rates boomed; and, lastly, international credit was stopped. Export goods accumulated at ports and prices declined, and imports from the belligerent countries were altogether stopped for a time. To add to the difficulties thus presented to export and import merchants, most of the cargo which was on the way to this country when the war began was lost, though temporarily. Merchants in fact were at a loss as if straying in the dark in an unknown land.

The line to suffer most was raw silk. Whereas, in the beginning of the latter half of the year, Y.1,000 per picul was fairly well maintained, and sales, too, were very brisk, with the outbreak of the war prices steadily gave way and touched a plane of Y.700 with evident signs of further decline. To stem the bad turn a resolution to suspend sales under that price was passed by Yokohama silk exporters, which measure proved fairly effective for a time. Though the silk market relief bill introduced by the Government in the Diet then in session ultimately broke down, for a time, it proved a tonic to the jaded market, sending up prices somewhat. But this really was far short of expectation and for the present the market is in a by no means encouraging condition. In the monetary situation, however, no trouble occurred on account of this misfortune in the silk trade, for the accumulating tendency in the stock at Yokohama was relieved somewhat by a fair demand from America which was kept up in spite of the war.

Next comes the depression of the cotton yarn and fabric market. A big slump followed the outbreak of the war, bringing down prices to a point of Y.80 per picul. Something of a panic fell on the stock, which was not so large as was feared, for demand from China was fairly large, while the request at home fell off. At one time prices of copper dropped to an important extent and the visible stock was markedly increased, but toward the close of the year the accumulation was relieved by increase in exports. In other articles of export the story is much the same. Some of them, however, suffered from a shortage in the tonnage, not from the war. It is a lucky turn of affairs that the exports of habutae and hemp braids increased and prices were kept rather high.

In consequence of the fact that almost all the Powers of Europe became involved in the war, imports from the belligerent countries was altogether stopped for a time. Particularly the import of drugs, dyes, and chemicals became hopeless and threw some of the industrial works into difficulties. Fortunately, however, the import of those articles was partially revived with the recovery of the European services. One of the most important items on the import list, raw cotton, was considerably cheapened at the outbreak of the war in both India and America, but the hands of cotton men here were so tied up that the opportunity was not improved. Later, however, requirements were sufficiently covered as they were financed liberally. In the purchase of wool and sugar there was also difficulty for a time owing to the difficulty in exchange arrangements in London, which was also surmounted later.

As a result of the trade deadlock in London at the outbreak of the war, the Bank was forced for a time to stop both purchases and sales of bills on London. A little later, however, the purchase of bills on that place was resumed, as the disorder in London was readjusted somewhat owing to the proclamation of a moratorium and the commencement of the special discount of bills by the Bank of England. It is a gratifying fact, on the other hand, that the Bank's whole resources were devoted to the purchase of bills, pending the closure of the London market, for exchange arrangement with America was effected very soon after the beginning of the war. Turning to exchange with China, on the outbreak of the war no small amount of inconvenience was felt in quoting the standard rates owing to the closure of the London silver market, but later a normal condition was secured as the silver market in London was reopened and the standard for the quotation of rates was again established.

The Bank was forced for a time to decline the acceptance of both import bills and remittance bills, for, owing to the collapse of the means of communication, bills drawn never reached London safely, while the closure of the discount market made it very difficult to secure funds in London, but a few days later, with the improvement of the market, funds were secured and deals were resumed. Part of the funds also were sent to New York wherewith to settle accounts there. As regards the settlement of purchase accounts in America, there was a degree of difficulty to be encountered, for, while the raising of money in London became difficult, in New York the collapse of the exchange arrangements between London and New York caused a change in the monetary system of the world and a difficulty in the collection of funds. The only way open was to buy silk here and send it to New York wherewith to obtain the necessary funds. The measure was tried and the desired result was fairly well attained. Accordingly the import of raw cotton was carried out as smoothly as ever. A more difficult problem was to be encountered by the Bank in the arrangements of exchange with India for the import of Indian cotton. After strenuous efforts made in London for a couple of months, in October a normal condition was secured.

The effects of the war, described above, produced a serious decrease in Japan's trade. The value of exports and imports for the latter half of the past year amounts to Y.279,020,000 and Y.212,980,000 respectively. In comparison with the preceding year these figures are a decrease of Y.68,880,000 in exports, and of Y.111,460,000 in imports. In this falling-off imports were ahead of exports, thus quite well balancing the export and import accounts. Therefore, in the international credit market, Japan's position may be regarded as very favourable. The inevitable result of this is a decrease in the Bank's exchange deals. The bills drawn on the countries bought and sold come to Y.49,460,000 and Y.142,620,000 respectively, a decrease as compared with the previous year of Y.21,080,000 and Y.31,540,000 respectively. The bills drawn on this country were bought and sold to the extent of Y.49,760,000 and Y.89,100,000 respectively, a decrease as compared with the preceding year of Y.6,010,000 and Y.45,060,000 respectively.

After reviewing the effects of the war on the domestic market, the Chairman turned to the war and its corollaries in the world's financial and economic circles, in which he pointed out the difficulties encountered by Japanese merchants and manufacturers dealing with India and China on account of the German ravages in the Indian Ocean and the instability of silver and rouble values.

The Chairman closed his report with the remark that in spite of this unforeseen and wholesale change in the world's monetary system fortunately the result of business the Bank achieved was fairly satisfactory.

The term's accounts and the profit and loss account which is given under, were afterward recommended by the Chairman and approved by the meeting.

	Yen.
Gross profits for the term ...	23,799,666.62
Gross disbursements for the term ...	19,314,418.35
Balance ...	3,485,248.27
To be distributed:—	
Reserve ...	350,000.00
Dividend at 12 per cent. per annum ...	1,800,000.00
Carried forward to next account ...	1,335,248.27

The election of the directors and auditors was also carried out and resulted in the return of the retiring officers.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

JOINED.

1.—The undermentioned having joined the Corps are alloted Corps numbers and posted as follows:—
No. 1782 Pte. F. N. Silva to Right Section M.G. Co.
No. 1783 Pte. G. A. Carvalho to Right Section M.G. Co.
No. 1784 Pte. A. Remedios to Right Section M.G. Co.
No. 1785 Pte. J. M. Franco to Right Section M.G. Co.
No. 1786 Pte. D. M. Ross to Scouts Co.
No. 1787 Pte. N. P. Thomson to Scouts Company.

PARADES.

2.—Parades for Friday, 26th instant.
Units on duty at Headquarters and Mount Austin Barracks, under Officers on duty.
5.15 p.m. Left Section M.G. Co.: 10 pdr. Specialists instruction at Headquarters. Sergt. McCubbin will attend.
One Machine Gun Section of Scouts Co.: M.G. Drill at Headquarters
Remainder: *Nil.*

DETAIL.

3.—Officers on duty: Capt. Wood, Lieut. Kennett and Lieut. Danby.
Orderly Officer: Lieut. Kennett.
Orderly Sergeant: Corpl. Bolton.
Medical Orderly: Pte. Thomson.
To furnish Guard:—
AT VOLUNTEER HEADQUARTERS.
7 p.m. to-day to 7 a.m. to-morrow: Civil Service Company.
7 a.m. to 7 p.m. to-morrow: Centre Section M.G. Co.
7 p.m. to-day to 7 a.m. to-morrow: Right Section M.G. Co.
10.15 p.m to-day to 7 a.m. to-morrow: No. 2 Section Artillery Battery.
10.15 p.m. to-morrow to 7 a.m. 27th inst.: No. 2 Section Artillery Battery.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

NOTICE.

HONGKONG RIFLE LEAGUE.

The following will represent the H.K.V.C. against H. M. Dockyard Rifle Club in a league match at 3 p.m. on Saturday, 27th instant, at Tai Hang Range:—
Captain Wood, Sgt. Major Duncan, Sgt Bradbury, Cpl. Manuk, Bombrs. Farrell and Martin and Gunners Green and Labrum. Reserves: Sgt. Sutherland and Bombr. Ixer. Any member of the team unable to be present is requested to notify Sergt. Bradbury not later than to-day, 26th instant.

Writing from the front an officer of the Dorsets says:—"I have just returned from the trenches after eight days for a short rest. Only this week our artillery observer was just behind our trench and brought his fire to bear on a farm to our front and blew it up with only a few shells. The farm commenced to burn, and then a big explosion of ammunition took place. The Germans tried to get it away, but could not do so. The gunner-major was so pleased that he ordered his telephone orderly to play a lively tune on his mouth organ. He was awfully 'bucked up' about his success, and so were all of us."

INTIMATIONS

JUST LANDED:
"HIRANO MINERAL WATER"
IN QUARTS, PINTS AND SPLITS.
Bottled by the
IMPERIAL MINERAL WATER CO., LTD., OSAKA.

By appointment to the Imperial Household of Japan. Officially Recommended by the Medical Colleges of The Imperial Universities of Tokyo and Kyoto.

(SAMPLES FREE).

SOLE AGENTS:
CALDBECK, MACGREGOR & Co. [12

ORDER AT ONCE.
THE
DIRECTORY
AND
CHRONICLE
FOR CHINA, JAPAN, ETC.
FOR THE YEAR
1915.
INDISPENSABLE TO EVERY BUSINESS MAN.
TO BE OBTAINED FROM THE—
HONGKONG DAILY PRESS OFFICE
and
LOCAL BOOKSELLERS.
1,850 PAGES—PRICE $10.
The alterations this year are unusually heavy, owing to changes incidental to the War.
Hongkong, 16th March, 1915.

FRENCH LESSONS
G. MOUSSION,
15, MORRISON HILL ROAD. [428

YEW LEE.
AH CHEONG AND L. HANSEN.
STEVEDORES, SHIP-CHANDLERS and COMPRADORES,
15, LEE YUEN STREET, WEST.
Telephone No. 1230.
Hongkong, 27th October, 1914. [104

ASAHI BEER.
THE DAI NIPPON BREWERY & CO., TOKIO JAPAN.


OBTAINABLE EVERYWHERE.
SOLE AGENTS:
MITSU BUSSAN KAISHA.
HONGKONG. [381

INTIMATIONS

THE HONGKONG CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG CLUB will be held at the Club House, Connaught Road Central, Victoria, Hongkong, on TUESDAY, the 6th day of April, 1915, at 5.15 o'clock in the afternoon, when the subjoined resolution will be proposed as an Extraordinary Resolution:—

"The Article 22 of the Articles of "Association be cancelled and the following Article substituted therefor:—

"22. (a) The subscription for an Absent "Member shall be Seven dollars "per annum payable in advance "on the 1st January in each year. "(b) An Absent Member shall, in "addition, pay at the rate of "Seven dollars per month for "every month or part of a month "he is present in Hongkong "provided he makes use of the "Club for more than one week in "any month.

"(c) Any member shall be entitled on "payment of Twenty-five dollars "to be relieved from all further "liability at all times thereafter "for the payment of the subscriptions otherwise due from him as "an Absent Member (save as "provided by sub-clause b)."

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a Second Extraordinary Meeting which will be subsequently convened.

E. DES VŒUX,
Secretary.

Dated the 22nd March, 1915. [422

THE HONGKONG CLUB.

NOTICE.

THE TWENTY-NINTH YEARLY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the Club House, on TUESDAY, the 6th April, 1915, at 5.30 P.M.

By Order,

E. DES VŒUX,
Secretary.

Hongkong, 22nd March, 1915. [423

THE HONGKONG CLUB.

NOTICE.

THE TWENTY-SEVENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue—$100.00 each) was held in the Club House on WEDNESDAY, the 24th March, 1915, when the following Debentures were drawn for Redemption:—

74	445	655	1137	1545
93	452	665	1171	1553
96	497	705	1178	1581
176	510	742	1182	1604
225	531	748	1216	1609
243	544	749	1309	1640
253	548	812	1331	1693
316	560	825	1336	1717
417	622	906	1407	1741
420	623	961	1444	1777
434	640	973	1447	1790
436	647	1021	1461	1806
437	652	1071	1534	1809

and will be payable at the Hongkong and Shanghai Banking Corporation on WEDNESDAY, the 31st March, 1915, in exchange for surrender of same.

By Order,

E. DES VŒUX,
Secretary.

Hongkong, 24th March, 1915. [424

YOKOHAMA.

BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND BEAUTIFUL VIEW.

EXCELLENT CUISINE AND HOME COMFORT.

MODERATE TERMS.

[348

WANTED.

BY European Firm doing large business in Imports and Exports, a COMPRADORE. Security of $50,000 required by Mortgage of Landed Property in the Colony.

Apply to—
MESSRS. JOHNSON, STOKES & MASTER,
Solicitors,
Prince's Buildings,
Ice House Street.

Hongkong, 20th March, 1915. [412

FOR SALE.

ONE STOCK ANCHOR, about 5 tons and 150 FATHOMS of 2½ inch CHAIN with Shackles Complete. Condition good as new. Apply—
ILOILO PILOTS' ASSOCIATION,
Iloilo, P.I.

Hongkong, 6th March, 1915. [370

FOR SALE.

GREAT VARIETIES OF

PICTORIAL WAR POST CARDS.

GRACA & CO.,

CAINE ROAD, No. 11A.

Hongkong, 17th March, 1915. [103

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219

Hongkong, 4th February, 1915. [94

COMPANY MEETING.

THE CHINA FIRE INSURANCE CO. LTD.

The 46th meeting of shareholders of the above was held at the Company's office, 31, Queen's Road Central, yesterday. The Chairman (Hon. Mr. E. Shellim) presided, and those also present were:—Messrs. W. L. Pattendon, R. Shewan, J. W. C. Bonnar, J. A. Plummer (Directors), and Messrs. K. D. Gazdar, W. E. Clarke, F. E. McHugh, D. Clarke, F. Smyth, B. M. Conceicao, G. H. May, T. G. Weall, Lung Yan Po, Chan Pat, A. H. M. da Silva, and C. Remberton (Secretary).

The Secretary having read the notice convening the meeting,

The CHAIRMAN said—The Directors' report and statement of accounts having been in your hands for some time, I will, subject to your approval, adopt the usual course and take them as read. The past twelve months, unfortunately, have proved none too favourable, as losses were the heaviest in the history of the Company. While these were spread over a number of agencies, we had more especially to deplore the heavy claims through a series of fires on the cotton greens in Bombay, and considerable losses in the Philippines. The war, too, has affected us adversely, for up to its outbreak premium income showed an upward tendency, but this was followed by a considerable falling off in the latter months of the year, and there is no immediate improvement in this connection. Working account 1913 ran off with a profit of $244,700.75, which, while much smaller than usual, would, under ordinary circumstances, have permitted the same distribution as last year. Unfortunately, we had to face a depreciation in our securities of $92,051.75, and it is a matter of regret to your Board that they are therefore only able to recommend a dividend of $7 and a bonus of $2 a share, absorbing $180,000, and the addition of the balance of $64,706.75 to investment fluctuation account. With this addition, and after the depreciation has been met, the account will stand at $5,033.94, as shown in the balance sheet. In this connection, I may mention that your Directors, after due consideration, decided to write 5 per cent. off the book value of all sterling securities, where no market quotation was available. Your Directors are, however, satisfied that all the securities are sound ones, and their depreciation, we hope, is only temporary. Working account 1914 show a balance of $300,608.36, which is the smallest carry forward for many years, and we can only hope that this will run off with a minimum of losses. The increase in charges is accounted for by heavy legal expenses incurred in connection with our new articles. In regard to our mortgages, the Company's surveyors have reported on the properties under loan to us, and we are satisfied that our advances are perfectly safe. I will now move that the Directors' report and statement of accounts for the year 1914 as presented be adopted. After this has been seconded, I shall be pleased to answer any questions that may be put relating to the business before the meeting.

Mr. D. E. CLARKE seconded, and, there being no questions, the resolution was then put and unanimously carried.

Mr. D. CLARKE proposed, and Mr K. D. GAZDAR seconded, the confirmation of the appointment of Messrs. A. Widmann, R. Shewan, and J. A. Plummer as directors, and this was unanimously agreed to.

Mr. DA SILVA proposed, and Mr. LEUNG YAN PO seconded, the re-election of the Hon. Mr. E. Shellim and Mr. J. W. C. Bonnar as directors, and this was unanimously approved.

Mr. MCHUGH proposed, and Mr. SMYTH seconded, the appointment of Messrs. A. R. Lowe and C. Bernard Brown as auditors to the Company at a remuneration of $500 each, and this was approved.

This was all the business, and the CHAIRMAN announced that dividend warrants would be ready to-morrow and could be had on application at the office.

CRICKET.

H.K.C.C. *v.* K.C.C.

The following will represent the Hongkong Cricket Club against Kowloon on the latter's ground to-morrow:—T. E. Pearce (Capt.), A. L. Gace, C. A. Hooper, P. Jacks, R. Kennedy, M. M. Maas, E. J. R. Mitchell, S. S. Moore, H. E. Muriel, H. H. Tayler, and R. L. D. Wodehouse.

LEAGUE CRICKET.

C.S.C.C. *v.* UNIVERSITY.

The following will represent the Civil Service Club on C.S.C.C. ground 2 p.m. to-morrow:—

R. E. O. Bird (Captain), Hon. Mr. Claud Severn, C. D. Martyn, E. B. Reed, C. Sara, W. H. Edmonds, R. C. Witchell, P. T. Lamble, W. Hill, C. J. Tacchi, F. Hall. Umpire W. H. Woolley. Scorer, W. Fincher.

OVER-SEAS CLUB.

AIRCRAFT FUND OPENED.

APPEAL FOR LOCAL SUPPORT.

Thousands of British subjects in all parts of his Majesty's Dominions overseas are proud of the splendid achievements of the British Royal Flying Corps. Indeed, one of the outstanding features of the war has been the daring of British airmen.

Many Britons in his Majesty's Dominions overseas have expressed a desire to contribute towards the purchase of an aeroplane or aeroplanes as a gift to the Mother Country.

The Over-Seas Club has therefore undertaken to inaugurate an Over-Seas Aircraft Fund, for the purpose of presenting to the British Government, for the use of the Royal Flying Corps, several aeroplanes.

The Secretary of State for the Colonies has expressed his approval of the scheme in a letter in which he says:—"The generosity of British subjects in all parts of the Empire has been so striking and profuse that one hesitates to take part in any further appeal to them, but the proposal . . . seems so good a one that I venture to wish for it every success."

The benefit of the support of His Excellency the Governor in connection with the appeal has been solicited, and His Excellency in sending us the communication from the Overseas Club with a request for the publication of such portion of it as we may deem expedient with the object of raising subscriptions for the purpose mentioned writes:—"While it is hardly to be expected that the full price of an aeroplane will be raised in Hongkong, any contributions will be acceptable. Subscriptions should be sent to Mr. N. J. Stabb, Hongkong and Shanghai Banking Corporation, who has kindly consented to act as Honorary Treasurer."

The Army Council has gladly accepted the offer of the Overseas Club to endeavour to collect funds to purchase and present to the British Government aeroplanes of the latest type. A 100-h.p. Gnome Vicker's Gun Biplane, complete with gun, costs £2,250, and an appeal is made to residents in Hongkong to help the Club to provide one of these machines. Arrangements have been made with the War Office to have the name of the Colony or district which provides the money to be painted on the machine.

The Over-Seas Club, which has a membership of over 120,000, is an organization which the *Times* and the *Daily Mail* have been instrumental in promoting.

The Central Committee of the Overseas Club is making a special effort to obtain 10,000 contributing members to London headquarters by August 27th, 1915, the fifth birthday of the movement. The existing London membership is over 12,000. The subscription to the Oversea Club is but 2s. 6d. per annum, and the entrance fee is 1s., which includes the cost of the Club badge and the certificate of membership. Among the privileges of members are the use of the Club premises, consisting of reading and writing rooms, the right of having their correspondence addressed care of the Overseas Club, legal advice free of charge on many points connected with English law, the use of telephone, and the free services of an Information Bureau.

It may be added that the Club has been running a Fund to provide tobacco and comforts for the troops. By the end of January that Fund had amounted to over £20,000.

NEW BRITISH POSTMASTER AT SHANGHAI.

Mr. James Russell, who has just arrived in Shanghai to take charge of the British Post Office, was appointed principal Postmaster of Turkey in December, 1913, but political reasons prevented him from accepting the appointment. On the outbreak of war in November, Mr. Russell had to leave Turkey at an hour's notice. He is a gold medallist in modern languages and on August 1st, 1914, volunteered to serve in France as French and German interpreter, but failed to obtain the necessary permission from the General Post Office in London. Mr. Russell also volunteered to serve as Greek and Turkish interpreter with the allied fleet operating against the forts of the Dardanelles, but the Admiral telegraphed that there were no vacancies. Shanghai's new Postmaster has been secretary and treasurer of the British Chamber of Commerce at Smyrna, and editor of its journal, and in this connection was presented to His Majesty the King at Buckingham Palace in 1913. As secretary of the Chamber of Commerce in Smyrna, he was instrumental in breaking up the notorious "Black Band" of international commercial swindlers. In view of his long connection with, and thorough knowledge of, Turkey, Mr. Russell is anxious to return to that country and for this reason has not brought out his wife and family to Shanghai.—*N.-C. Daily News.*

HONGKONG TENNIS TOURNAMENT.

THE DRAW.

The following is the result of the draw in connection with the tennis tournament of the Hongkong C.C., in which play commences on Monday next:—

OPEN CHAMPIONSHIP SINGLES, first round.—P. K. Wong *v.* Capt. Hattersley Smith; all others have byes. Winner of this set to meet W. L. Wei in second round.

SECOND ROUND.

1.—L. le Breton *v.* F. A. Redmond.
2.—W. H. Ford *v.* A. R. Linton.
3.—H. L. Yung *v.* S. E. Green.
4.—W. L. Wei *v.* P. K. Kwong or Capt. Hattersley Smith.
5.—A. H. Crook *v.* N. E. Kent.
6.—Ng Sze Kwong *v.* Lt. O. R. Hamilton.
7.—M. P. Lo *v.* Ng Sze Cheong.
8.—Major Crisp *v.* F. W. Cary.

HANDICAP SINGLES, "A." FIRST ROUND.

1.—Major Crisp *v.* F. W. Cary.
2.—L. le Breton *v.* W. G. Worcester.
3.—M. T. Jones *v.* L. N. Murphy.

The winner of No. 3 will have to meet H. A. Nisbet in the second round. All other players have byes.

SECOND ROUND.

1.—Capt. Hattersley Smith *v.* O. R. Hamilton.
2.—S. E. Green *v.* W. H. Ford.
3.—D. E. Clarke *v.* R. A. Bovet.
4.—F. A. Redmond *v.* A. H. Crook.
5.—K. E. Kent *v.* R. F. Hall.
6.—A. R. Linton *v.* K. Brayshay.
7.—H. A. Nisbet *v.* M. T. Jones or L. N. Murphy.

HANDICAP SINGLES, "B." FIRST ROUND.

1.—G. Miskin, bye.
2.—C. C. Stark, bye.
3.—C. Thome *v.* C. Bernard Brown.
4.—D. M. Larkins *v.* A. L. Gace.
5.—R. O. Hutchinson *v.* C. J. Hewitt.
6.—Dr. M. V. W. Koch *v.* Major Faichnie.
7.—T. A. Loughlin *v.* H. E. Muriel.
8.—A. E. Cocks *v.* H. Murray Bain.
9.—E. J. R. Mitchell *v.* J. R. Wood.
10.—W. H. Viveash *v.* Dr. Lindsay Woods.
11.—M. M. Maas *v.* F. J. de Rome.
12.—P. Jacks *v.* W. P. C. Trafford.
13.—J. W. Franks *v.* R. St. Amory.
14.—H. Taylor *v.* C. Beswick.
15.—E. Abraham, bye.
16.—P. S. Leigh Bennett, bye.

HANDICAP DOUBLES, FIRST ROUND.

1.—T. A. Loughlin and D. M. Larkin, bye.
2.—J. W. Franks and C. Thome, bye.
3.—S. E. Green and E. Abraham, bye.
4.—Major Faichnie and F. W. Cary, bye.
5.—R. Hancock and H. Hancock *v.* G. Miskin and R. St. Amory.
6.—W. H. Viveash and H. Tayler *v.* P. Leigh Bennett and H. E. Muriel.
7.—P. P. J. Wodehouse and W. G. Worcester *v.* W. H. Ford and N. E. Kent.
8.—Major Crisp and Capt. Hattersley Smith *v.* J. R. Wood and A. H. Crook.
9.—T. E. Pearce and R. P. Thursfield *v.* H. C. Sandford *v.* L. N. Murphy.
10.—A. E. Cocks and C. H. Sopor *v.* Dr. M. V. W. Koch and R. O. Hutchinson.
11.—M. T. Jones and R. A. Bovet *v.* H. A. Nisbet and H. R. Phelips.
12.—C. W. Beswick and R. N. Anderson *v.* M. M. Maas and R. F. Hall.
13.—A. B. Raworth and L. P. Goldney, bye.
14.—F. A. Redmond and K. Brayshay, bye.
15.—T. G. Weall and E. J. R. Mitchell, bye.
16.—Dr. Lindsay Woods and G. A. Woodcock, bye.

PROFESSIONAL PAIRS, FIRST ROUND.

1.—W. H. Ford and N. E. Kent *v.* R. O. Hutchinson and P. P. J. Wodehouse.
2.—M. M. Maas and C. J. Hewitt *v.* A. B. Raworth and L. G. Goldney.
3.—C. Beswick and W. G. Worcester *v.* G. Miskin and R. St. Amory.
4.—H. H. Crook and F. J. de Rome *v.* Major Faichnie and Capt. H. Smith.
5.—H. A. Nisbet and H. R. Phelips *v.* J. R. Wood and R. E. O. Bird.
6.—H. C. Sandford and A. C. Leith *v.* S. E. Green and L. le Breton.
7.—R. Hancock and H. Hancock *v.* Major Crisp and Lt. O. R. Hamilton.
8.—L. N. Murphy and R. P. Thursfield *v.* F. A. Redmond and W. P. C. Trafford.

MIXED DOUBLES HANDICAP, FIRST ROUND.

1.—Mrs. E. D. C. Wolfe and H. C. Sandford, bye.
2.—Mrs. G. E. Marley and F. A. Redmond, bye.
3.—Mrs. W. Armstrong and W. H. Ford, bye.

In the second round the latter will have to meet the winners of 4.

4.—Mrs. Winslow and H. A. Nisbet *v.* Miss Lammert and S. S. Moore.
5.—Miss Long and S. E. Green *v.* Miss Craddock and R. F. Hall.
6.—Mrs. Macfarlane and P. P. J. Wodehouse *v.* Miss Kelly and L. N. Murphy.
7.—Mrs. Beckwith and H. R. Phelips *v.* Mrs. Beavis and C. E. H. Beavis.
8.—Mrs. Stair Stewart and N. E. Kent *v.* Mrs. Arthur and R. St. Amory.
9.—Mrs. T. E. Pearce and R. P. Thursfield *v.* Mrs. Hewitt and C. J. Hewitt.
10.—Mrs. Stark and C. C. Stark *v.* Mrs. Gibson and J. W. Franks.
11.—Mrs. Moxon and R. Hancock *v.* Miss Humphreys and G. Miskin.
12.—Miss Bird and Dr. M. V. W. Koch *v.* Mrs. Cooper Hunt and Major Faichnie.
13.—Miss Robertson and Dr. Lindsay Woods *v.* Mrs. Black and E. Ormiston, winner to play No. 14 in second round.
14.—Mrs. Lindsell and J. R. Wood, bye.
15.—Miss Wilkinson and M. M. Maas, bye.
16.—Miss Hastings and G. A. Hastings, bye.

The last two pairs will meet in second round.

The Portuguese expeditionary force which left Lisbon on January 20th has arrived in Portuguese West Africa. In the operations against the natives the force lost one non-commissioned officer and 13 soldiers killed.

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 1741.)

ARE NOW SHOWING

EXCLUSIVE DESIGNS

IN

CRETONNES

AND

TAFFETAS

SUITABLE FOR

LOOSE COVERS

AND

CURTAINS.

NEW SHADES IN

CASEMENT CLOTHS.

SUN FAST AND TUB FAST.

SEND FOR PATTERNS.

LANE, CRAWFORD & CO.

[22

REMINGTON JUNIOR.

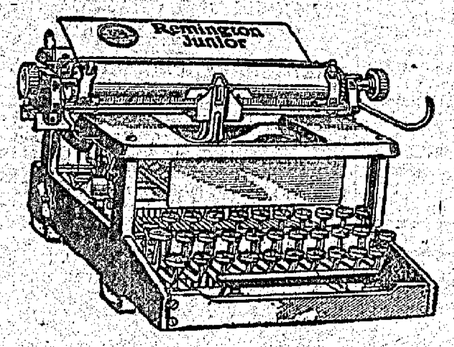
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"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN, ETC., ETC.

SPECIAL FEATURES:

Simplicity Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

It is built for the non-user, for the immense army of people who need a Typewriter and have always needed one, but who would not get the Standard Models because their requirements are different. In one word, it is built for people who will operate their own Machines.

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.
(INCORPORATED), NEW YORK.

MUSTARD & Co.,
Sole Distributors for HONGKONG, SOUTH CHINA AND MACAO.
Care of THE AMERICAN TOBACCO CO., LTD.,
18, BANK BUILDINGS.

Hongkong, 23rd March, 1915. [50

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	$10.00
Do. Do. Smaller Edition	6.00
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. H. Halcombe	3.50
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FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD: with Maps and Illus.	1.75
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BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1893—	1.00
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PLAN OF THE WEST RIVER	1.00
" " VICTORIA	1.00
" " KOWLOON	0.75
" " PEAK	0.75
" " NEW TERRITORY	0.75
POWER OF ATTORNEY FORM	0.25
MAIL TABLES for 1914, on card	0.80
" " " on paper	0.25

NEW ADVERTISEMENTS

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of $7.00 and BONUS of $2.00 per Share declared at the Forty-Sixth Meeting of Shareholders held This Day will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after FRIDAY, the 26th March, 1915.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors.
C. PEMBERTON,
Secretary.

Hongkong, 25th March, 1915. [432

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.
SIXTEEN MILLION DOLLARS ($16,000,000)
AND
SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS ($8,000,000).

SUBSCRIBERS to the above LOAN are hereby notified that the Interest Instalment for the month of March amounting to Dollars One Hundred and Twenty Thousand ($120,000) has been duly received by the Undersigned and brought to Loan Service Account.

F. A. AGLEN,
Inspector General of Customs,
and Vice-Chairman of the Bureau of National Loans.

Inspectorate General of Customs,
Peking, 16th March, 1915. [433

WANTED.

A REPRESENTATIVE for a well-known Brand of Champagne. One of the few with a world-wide reputation.

Apply to—
Box 61,
French Post Office, Shanghai. [424

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ORIENTAL,"

Arrived Hongkong on 25th March, 1915, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Morea."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 25th March, 1915. [1

PRINCE OF WALES' FUND.

ST. JOHN'S CATHEDRAL,

GOOD FRIDAY,

AT 9.15 P.M.

SPOHR'S

"LAST JUDGMENT."

[425

G. R.

NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the PROVOST MARSHAL, Head Quarters Offices, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the PROVOST MARSHAL at Head Quarters Office between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong 26th January, 1915, [207

G. R.

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.

Hongkong, 16th February, 1915. [292

PUBLIC COMPANIES

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Buildings, Connaught Road, Hongkong, on WEDNESDAY, the 31st March, 1915, at 11 o'clock A.M., for the purpose of receiving the Report of the Directors and Statement of Accounts for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st March, 1915, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Secretary.

Hongkong, 17th March, 1915. [401

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE 31ST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, 6, Connaught Road, Victoria, on WEDNESDAY, the 31st March, 1915, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1914, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 29th March, to WEDNESDAY, the 31st March, 1915, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 16th March, 1915. [400

HONGKONG ICE COMPANY, LTD.

THE THIRTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of the General Managers at 12 NOON, on MONDAY, the 12th April, to receive a Statement of the Company's Accounts to 31st December, 1914, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th March, to the 12th April, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Managers.

Hongkong, 24th March, 1915. [427

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

THE SHARE CERTIFICATE No. 6,013 for TWENTY (20) SHARES numbered 58162/81, in the above Company standing in the name of Mrs. LAURA MCINTOSH, having been Reported LOST, NOTICE IS HEREBY GIVEN that unless the ORIGINAL CERTIFICATE is produced within one month from date hereof, it will thereafter be held by the Company as NULL AND VOID, and a NEW CERTIFICATE for the said Shares will be issued.

W. S. BROWN,
Secretary.

Hongkong, 10th March, 1915. [417

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos. 2410/2411 for 10 and 25 Shares respectively, numbered 12739/12748 and 35858/35882 inclusive, standing in the register in the joint names of GEORGE ANDREW HASTINGS and JOHN BARHAM CARSLAKE, Solicitors, Liverpool and Birmingham, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 24th April, 1915, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

GEO. A. CALDWELL,
Secretary.

Hongkong, 25th March, 1915. [426

KOMOR & KOMOR

ART UNION EXHIBITION OF

WATERCOLOURS

Open from MONDAY, the 22nd of March.

Pictures by:—KATO, YOKOUCHI, MORI OZAWA, KASAGI H. YOSHIDA, etc., etc.

ALL PICTURES WARRANTED TO BE GENUINE.

An inspection is cordially invited.

KOMOR & KOMOR,
Alexandra Building.

Hongkong, 22nd March, 1915. [410

TO LET.

"BISHOP'S LODGE SOUTH," No. 11, THE PEAK, Unfurnished, 5 Rooms.
"EGGESFORD," Nos. 124, THE PEAK Unfurnished (6 Rooms), from 1st May, 1915.
"MERION," No. 6, THE PEAK, Unfurnished (6 Rooms).
ROOMS in BEACONSFIELD on a three-monthly tenancy, and 55, EI GIN TERRACE.
No. 1, GOUGH HILL, No. 100, THE PEAK, Furnished or Unfurnished, from 1st April, 1915.
"ROGATE," Austin Road, Kowloon.
"EILANDONAN," No. 54, Mount Kellett Road, 5 Rooms, unfurnished.
No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished).
ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street.
No. 59, THE PEAK (5 CAMERON VILLAS).
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 26th March, 1915. [43

HOUSES TO LET.

TO LET.

A HOUSE at Observatory Villas, Kowloon.

Apply to—
ARATOON V. APCAR & Co.

Hongkong, 16th March, 1915. [393

TO LET.

NO. 2, "ROSE TERRACE," Nathan Road, Kowloon.
No. 6, TORRES BUILDING, Kowloon.

Apply to—
SPANISH DOMINICAN PROCURATION.

Hongkong, 22nd March, 1915. [394

TO LET.

GODOWN, No. 94, Praya East.

Apply—
KWONG SANG HONG, LTD.,
No. 248, Des Vœux Road Central.

Hongkong, 19th February, 1915. [305

TO LET.

THE GROUND FLOOR of No. 6, DES VŒUX ROAD CENTRAL, occupied by Madame Gains, etc.

Apply to—
DAVID SASSOON & Co., LTD.

Hongkong, 10th February, 1915. [272

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished and newly done up.

Apply— H. E. POLLOCK,
Prince's Building.

Hongkong, 20th January, 1915. [53

TO LET.

A HOUSE in Knutsford Terrace Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 1st March, 1915. [45

TO LET.
From 1st March.

GODOWN, No. 6, Duddell Street.

Apply— A. B. AVASIA,
Care of E. PABANEY,
No. 1, Duddell Street.

Hongkong, 2nd February, 1915. [244

TO LET.

NO. 168, THE PEAK, "THE KENNELS."

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 1st March, 1915. [54

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 9, Ice House Street.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 1st March, 1915. [35

TO LET.

FLATS in Nathan Road, Kowloon.

"PENYRHEW," Minden Row, Kowloon, 6-Roomed House with Tennis Court.
1 and 2, MINDEN VILLAS, Kowloon, 5-Roomed House with Tennis Court.
FOUR-ROOMED HOUSES in Humphrey's Avenue, Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.

Hongkong, 4th March, 1915. [280

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.

Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 1st March, 1915. 38

TO LET—FURNISHED.

BISHOP'S LODGE NORTH, No. 12, THE PEAK. From 1st May next.

For further particulars, apply to—
PALMER & TURNER,
Alexandra Buildings, 3rd Floor.

Hongkong, 20th January, 1915. [229

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.

Apply— SECRETARY,
A. S. WATSON & Co., LTD.

Hongkong, 23rd October, 1914. [36

TO LET.

OFFICES in ST. GEORGE'S BUILDING, Second Floor, Overlooking Harbour, immediate possession.

Apply to—
SHEWAN, TOMES & Co.

Hongkong, 3rd December, 1914. [39

INTIMATION

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
* A. SUPERIOR PALE	$30.40	$2.65
B. SUPERIOR OLD COGNAC	33.70	2.90
* WATSON'S XXX COGNAC	34.60	3.00
* WATSON'S XXX COGNAC Half bottles 2 doz.	37.00	1.60
* C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	40.30	3.45
* D. VERY FINE OLD PALE LIQUEUR COGNAC	46.90	4.00
BOUTELLEAU'S CHAMPAGNE LIQUEUR	52.40	4.55
* E. FINEST OLD BROWN BRANDY	53.50	4.55
MARIE BRIZARD and ROGER'S FINE PALE COGNAC	31.50	2.65
S. V. F., V. O. COGNAC	79.70	6.65
V. O. L., 60 Years Old	110.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old	157.50	13.15

* These Brandies bottled by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO., LIMITED,

HONGKONG AND CHINA.

[13

DEATH.

COMRIE.—At the Seamen's Institute, on Wednesday, the 24th inst., HENRY COMRIE, late Chief Officer, s.s. *Mexico City*, aged 39 years. Funeral at 10 a.m. to-day. [431

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 26TH, 1915.

THE WAR.

AFTER Lord KITCHENER'S repudiation of an alleged "interview" with him by an American journalist, there will be a pardonable disposition on the part of the public, perhaps, to doubt the authenticity of the telegram which purports to give the views of Field Marshal Sir JOHN FRENCH in regard to the deeply interesting question of the duration of the war, though, if it were not authentic, we cannot but be surprised that the Press Censor in London has allowed it to be transmitted over the cables to the ends of the earth; after what happened in regard to the alleged interview with Lord KITCHENER. Any expression of opinion on the war, either by the SECRETARY OF STATE or the COMMANDER-IN CHIEF of the British Army at the front, is naturally read in all parts of the Empire, and indeed of the whole world, with the deepest interest. It is distinctly cheering to be told that Sir JOHN FRENCH is emphatically of opinion that the war will not be a protracted one. What the COMMANDER-IN-CHIEF exactly means by a "protracted war" the brief telegram does not explain; and we can but hope that his views coincide with what appears to be a growing popular opinion in England that the war will probably come to an end in the Autumn. The British COMMANDER-IN-CHIEF is convinced that at the end of the hard months of war extending over the winter, now happily almost at an end in Europe, "definite victory awaits us." We know those views are fully shared by the GENERALISSIMO of the allied forces on the western front as well as by the COMMANDER-IN-CHIEF of the mammoth army of Russia. In all countries the popular view of the possible duration of the war has changed greatly as the months have passed and revealed to us the latent power and strength of the nations involved in this Titanic struggle. It will not have been forgotten that when the war began the view was commonly shared by friend and foe alike that the war would be over by Christmas. Among the people of Germany no shadow of doubt seemed to exist that by that time all Europe, Great Britain included, would be absolutely at the mercy of Germany and that a Peace Treaty would have been signed granting to Germany every demand the KAISER chose to make. On the other hand, if in the Allied countries there was no very sanguine belief that either the Russian or the Franco-British and Belgian Armies would be able to reach Berlin by that time, it was at least very generally and very strongly held that the enormous cost to Germany and Austria of waging war on a scale of unparalleled magnitude could not be borne for a longer period without utter and irreparable ruin to the industrial and commercial interests of Germany at home as well as abroad. Time has completely falsified the prediction that Germany would be influenced by these consideration. We are verging now on the ninth month of a war which is destined to be known as the most terrible and most costly war in the history of the world, but the layman is still unable to see in the military situation any clear indications of an early termination of the struggle. It is true that the Allies have had the best of the winter campaign: not only have they successfully resisted the most determined efforts of the enemy to advance, but they have succeeded in pushing them back yard by yard, at many points towards their own territory. No general advance by the Allied Armies on the western front could possibly have been intended during the winter. General JOFFRE has been satisfied to hold the enemy in check while new armies were being trained both in France and in England in preparation for an advance in the Spring against an enemy who, it is quite obvious now, had made every preparation in advance for her great adventure. In the highest and best informed circles in Germany there can hardly at this date be any doubt as to the final outcome of the war, but neutral observers who have visited Germany recently tell us that, among the people generally, confidence in the ultimate triumph of German arms remains unshaken. When we see the gross misrepresentations of the military position by which the flame of their patriotism is kept aglow we can scarcely be surprised that this confidence continues to exist. The day cannot be far off, however, when the people of Germany will be disillusioned. Sir JOHN FRENCH would not be likely to emphasis his disbelief in a protracted war unless he had very sound reasons indeed for doing so. Of that we may be certain.

According to the latest official returns there are now 291,217 Japanese in Chosen (Korea).

H.E. the Governor will make his annual inspection of the police force this afternoon at 3.30.

A Fancy Fair held at Tientsin for the benefit of the Belgian Relief Fund produced $41,534.90.

At the Magistracy yesterday, a Chinese was fined $150 for being in possession of a revolver and 150 rounds of ammunition.

A Chinese woman has been sent to the Government Civil Hospital, she having been found wandering on Praya East, apparently in a state of insanity.

The amount collected by the Marine Engineers' Guild of China towards the Prince of Wales' Fund is $10,120 to date. This is made up by monthly contributions from members since September 1st, 1914.

Messrs. Jardine, Matheson & Co.'s gardener has reported to the police that about 3 p.m. on the 24th inst. a Chinese damaged several trees in the private grounds, by cutting away the bark to be used for medicinal purposes.

Mr. A. E. Wearne, Reuter's Correspondent at Peking, who has had military experience in Australia and is a Reserve Officer, is passing through Hongkong on his way to England to join the Army with a view to going to the front.

Rumours have been spread in Hankow, and doubtless elsewhere, that the Banque de l'Indo-Chine and the French Group are withdrawing their participation from the Hukuang Railway, as well as the Szechuan line. The Bank in Hankow has been authorized to deny these rumours which are altogether unfounded. The French Group will continue to meet all its obligations and it waives none of its rights and privileges as regards the above mentioned railways.

Among the passengers who left for Home yesterday by the *Suwa-maru* were Mrs. Leefe and children, Mr. Frank Browne (Government Analyst), Mr. R. J. Birbeck, Mr. E. Davidson, and Mr. and Mrs. Turner.

Another huge haul of opium was made by the Revenue authorities recently. Revenue Officers Wilden, Langley, and Macmillian boarded the *Benvorlich*, and seized about 2,000 taels of raw opium and 84 taels of prepared opium. The opium was not claimed and application will accordingly be made for its forfeiture to the Crown.

A fund amounting to half a million yen has been obtained in America by donations for the establishment in Seoul of a Christian University for Koreans. Of the sum 100,000 yen has already been received in Seoul. The university is to be opened on the 1st prox. in temporary quarters pending the erection of its own building.

At the Magistracy on Wednesday, Mr. F. Crawford, of Messrs. Lane, Crawford & Co., charged a Chinese who was formerly employed by the firm with the larceny of certain brushes and goods to the value of nearly $50 from the department in which he was employed. Defendant was convicted and sentenced to three months' hard labour and four hours' stocks.

Referring to the Chefoo harbour improvements our Chefoo contemporary states:—All will be pleased to hear on good authority that the Chefoo Harbour Improvements Commission is to receive full powers to deal, without reference to Peking, with the approval of the plans or any modifications which may be deemed advisable, and with all negotiations for the Loan or both the Loan and Works. The only restriction is to be that the principle of open tender will be strictly observed, and that a fair length of time will be given for equal competition.

News has just been received by cablegram that Frank Dealy, the elder son of the Headmaster of Queen's College, has just been awarded the Ridley Memorial Scholarship of £80 p.a., tenable for two years at the Adelaide University, from the State Agricultural College at Roseworthy, near Adelaide, South Australia. The course at Roseworthy is one of three years, and this Scholarship is awarded to the best 3rd year student at the Final Diploma Examination. The Scholarship was first awarded in 1913, and as it is only available every alternate year, the present is the second award. Students of the Roseworthy Agricultural College are alone eligible for it.

Mr. Frank N. Meyers, of the Bureau of Plant Industry, Department of Agriculture, Washington, D.C., who recently made explorations in the Kansu Province of China, reports the discovery there of what he believes to be the original home of the apple, plum, peach, apricot, etc. This discovery, if confirmed, will afford further evidence of the great antiquity of China's people and civilization, and support the theory that mankind originated in Chinese Turkestan, as set forth in Mr. Tse Tsan Tai's recent book, "The Creation: The real situation of Eden, and the origin of the Chinese," published by Messrs. Kelly & Walsh, of Hongkong, Shanghai, Singapore and Yokohama.

THE REV. W. H. FOSTER-PEGG.

We are glad to learn from the Rev. Copley Moyle that the report which reached Hongkong a few months ago of the death of the Rev. W. H. Foster-Pegg, formerly Chaplain to the Forces in Hongkong, is incorrect.

Mr Moyle has heard from the Rev. A. B. Thornhill ((formerly assistant Chaplain of St. John's Cathedral) that Mr. Foster-Pegg was only invalided home. He is now well and is Chaplain to the Forces at Warley Camp, Essex.

THE MODEL ARMY OF CHINA.

The ceremony of taking the oath of allegiance by the whole corps of the Model Army in Peking was held recently in the Temple of Kwan Yu, the God of War, recently created a Military Hero, at noon. A tablet bearing the name of Yueh Fei, another military hero, was set up side by side with that of Kwan Yu, and before these tablets the officers and men of the new army swore that they would be loyal to the nation with the Gods as their witnesses. They then signed a paper on which was inscribed a declaration in the same sense. These papers were at once conveyed to the President for perusal. The officers presented themselves at the President's office after the ceremony, but the President was engaged at the time and sent word to them that he thought they needed a rest.—*Peking Gazette.*

THE WAR.

A BRITISH AIR RAID.

GERMAN SUBMARINES AND WORKS DAMAGED.

RUSSIANS STILL MOVING FORWARD.

BELGIAN SUCCESSES.

[THROUGH REUTER'S AGENCY.]

SUCCESSFUL BRITISH AIR RAID.

SUBMARINES AND WORKS DAMAGED.

LONDON, March 24th.

The Admiralty have issued a report from Rear-Commander Longmore relating to a successful air-attack which was made to-day by the Dunkirk Squadron on Hoboken, near Antwerp.

Two of the aeroplanes were compelled to return because of thick weather, and Flight Commander Meates descended in Holland owing to engine trouble, but Squadron Commander Courtney and Flight-Lieutenant Rosher reached the objective. Planing down to a thousand feet, they dropped four bombs each on submarines under construction.

It is believed that considerable damage was done to the works and two of the submarines. The works were observed to be on fire. Five submarines were on the slips.

The aeroplanists experienced considerable difficulty in finding their way in the mist, and they were subjected to heavy gunfire while delivering their attack.

A letter sent to *The Times* by Mr. E. L. Marshall, Chairman of the Antwerp Engineering Company, comments on a statement, published on February 23rd, of the *Nieuwe Rotterdamche Courant* that submarines have been, and still are being, made in Messrs. Cockerill's works at Hoboken, near Antwerp.

It is quite true (says Mr. Marshall) that submarines are being built in Antwerp Engineering Company's shipbuilding yard at Hoboken (which is quite modern, and worked throughout by a splendid electric installation) and of which fact I immediately advised the British Admiralty (early in November last). . . That the Germans have brought an important technical staff and a large number of special workmen from their Imperial yards is undoubted, but beyond the fact that they are building submarines their further developments are unknown; therefore the fuller statement of your correspondent is of questionable value, and borders on the imaginative. If public trials of hull and machinery have taken place on the upper Scheldt for testing the boats' seaworthiness, what necessity is there for dismantling them again to render them unrecognizable when packed and conveying them by rail to Zeebrugge; there is just as much publicity in the trial trips as there would be in sending them completed, *viâ* Termonde, Ghent, and Bruges to Zeebrugge; an all-Belgian water route. If, however, the submarines that are being built at Hoboken are to equal the latest U class in dimensions, neither transport by rail in sections to Zeebrugge nor the all-water Belgian route would apply; there would be nothing left but sending them down the Scheldt direct to the sea. I know this could not be done with the knowledge of the Dutch Government; but as the Scheldt going down from Antwerp broadens very much before you get into Dutch waters and broadens still more as you proceed down the river, and as the Scheldt in its main channel is a deep river, with a mean rise and fall of 13ft., I see no insuperable difficulty in getting a submarine down in hazy weather, for it would thus be impossible to see the periscope from either bank of the river, and in clear weather there is depth enough for them to "go under" and wait their chance. Of course they would have to run the gauntlet of the Dutch warships in the estuary of the Scheldt, but there is no lack of enterprise in the German submarine officer; further, there are hundreds of German mercantile captains and officers who have been going up and down the Scheldt bi-weekly for a great number of years, and their knowledge of the Scheldt is as perfect as the local pilots.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

NIGHT ATTACKS.

LONDON, March 25th.
1.15 a.m.

The Paris evening *communiqué* states: German night attacks on the great spur at Lorette, north of Arras, and Beausejour were repulsed.

BELGIAN SUCCESSES.

LONDON, March 24th.
4.40 p.m.

A Paris *communiqué* states:—A Belgian division has progressed on the right bank of the Yeer, and another captured a trench on the left bank.

We captured the second line of trenches at Hartmannweiler, our troops organising themselves on the further side of the second line, within a very short distance of the summit.

We captured prisoners, including officers.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

DESPERATE FIGHTING.

LONDON, March 25th.
2.55 a.m.

A Petrograd *communiqué* states: There has been desperate fighting on the right banks of the Narew and Orjitz rivers, following the arrivals of strong German reinforcements, but the Russians are progressing slowly, capturing trenches on the heights and repulsing vigorous counter-attacks.

The Russians are advancing in the Carpathians, and captured several fortified heights on Wednesday between Bartfels and Usjok, taking four thousand prisoners and many mitrailleuses.

NAVAL ACTIVITIES.

[HAVAS SERVICE.]

THE "DACIA."

PRIZE DECLARED VALID.

PARIS, March 23rd.

The Commissioners who reviewed the evidence given at the Court of Enquiry concerning the capture of the American s.s. *Dacia* have decided that the ship is a valid prize. The Prize Court pronounced judgment with two months' delay.

CHINESE TELEGRAMS.

[FROM THE "CHUNG NGOI SAN PO."]

PEKING NEGOTIATIONS.

PEKING, March 25th.

When Wang Ta Fit, Vice-Minister for Foreign Affairs, applied for leave, the President said that he had intended to send him to Tokyo to help the Minister there with the negotiations, but as these were expected to conclude in a fortnight he had cancelled the intention.

GERMANS THROW PETROL.

A French Army Surgeon gives an account of terrible injuries from German petrol sprayers. He saw wounded with features horribly disfigured and limbs swollen and with uniforms burnt. Some of the less badly wounded, describing their experiences, said it had been a quiet day. The French troops were suddenly startled at finding jets of petrol directed at their trenches. An officer ordered the men to extinguish pipes, but it was unavailing, as a few seconds later fire grenades rained on them. The trench caught fire, and the Germans, profiting by the confusion, approached and threw lighted torches, increasing the blaze. It was impossible to escape from the torrent of fire. The French troops' clothes were streaming with petrol and they were forced to abandon the trench. The second French line checked the German attack ten minutes later, and subsequently a vigorous counter-attack severely punished the Germans, who were driven back, leaving 300 killed and wounded and 60 prisoners.

A train has passed through Aix-la-Chapelle *en route* for Germany laden with copper articles confiscated in Northern France.

LATE TELEGRAMS.

[FROM SOUTHERN PAPERS.]

THE NEUVE CHAPELLE FIGHT.

FRENCH REJOICE OVER BRITISH VICTORY.

LONDON, March 13th.

The British victory at Neuve Chapelle has excited enthusiasm in Paris. It is regarded as an important advance. The details received from Boulogne state that the effective preparatory work of the French heavy guns forced the Germans to abandon the advanced positions, while French artillery, by shelling troops defending Neuve Chapelle, led them to expect an infantry attack. The British at dawn delivered a vigorous assault on the trenches north-west and south-east of the village. The Germans, fearing this was a feint, and that the real assault, as previously, would be made directly on the village, did not dare to weaken their main defences. This was the cause of their downfall, for, with great dash, the British captured the trenches, killing or capturing all the defenders, and completely surrounding the village. The German leaders, too late, detected the manœuvre, and, collecting all their men, threw them against the British. These efforts were in vain and their advance was checked by the British fire.

The majority surrendered without resisting, and, profiting by the disorder of the enemy, the British increased their advantage and advanced towards Anbers. Meanwhile, the Germans were reinforced and counter-attacked vigorously, but did not gain an inch of ground. Their losses were heavy, and the British comparatively low, especially in view of the results achieved.

THROUGH DUTCH SOURCES.

Dutch papers report the result of the British victory and say that Germans are concentrating troops in the direction of Ypres and La Bassee and have mounted forty-two centimetre guns near Middelkerke, wherewith they are bombarding the sluices of Palinbrugge at the entrance to Nieuport.

EYEWITNESS' VIVID DESCRIPTION CONTINUED.

GERMAN'S TERRIBLE LOSSES.

LONDON, March 18th.

Eyewitness at Headquarters continues the description of the Neuve Chapelle battle. He says that at a moderate estimate the German losses are eighteen thousand, exclusive of prisoners; the enemy's counter-attacks only resulted in great losses, leaving many prisoners in our hands. The enemy showed signs of great exhaustion. Sometimes the attackers lay down with hands up when we opened fire. Only once, near "Port Arthur," the Germans reached our trenches; we instantly defeated them and pursued them, taking many prisoners. The British infantry pressed on and gave the weary enemy no rest. A brilliant incident was the storming of houses near Pietre Mill; while a British party with fifty hand-grenades rushed a trench and took eighty prisoners.

ENTIRE COMPANIES SURRENDER.

As the German resistance still weakened, entire companies surrendered. Prisoners stated that in some cases all their officers were killed and whole battalions were destroyed. They had been foodless for days, nevertheless the Germans fought gallantly. The strain must have been terrible. The effect of our initial bombardment can be judged by the fact that when the British approached the German trenches at Neuve Chapelle, some survivors crawled painfully out and knelt, holding up their hands utterly dazed. The village itself was a shambles and a medley of ruins.

The remainder of the Germans who resisted made special use of machine-guns in houses, sometimes half a dozen in one building. We had to take them successively after desperate fighting at close quarters.

By nightfall after the main battle the German dead lay thick. Along the front southward of the village lay more than two thousand bodies and on the eastward front of one of our battalions five hundred more. As the ground was sloping upwards we could plainly see and count the bodies. These figures do not include large numbers of killed in Neuve Chapelle itself, where bodies were buried in the *débris*, nor behind the British line.

GERMAN DESPAIR.

The Germans for three days poured in reinforcements who were thrown into the fight as they came up. We, however, consolidated our positions. The enemy's efforts were easily repulsed and nowhere were our trenches penetrated. Our line, indeed, was so firmly established that the Germans ceased their attacks but developed their efforts at Saint Eloi, where at dusk they assaulted and occupied the village with some trenches both north and south thereof. The British counter-attacked at three in the morning and recaptured the village and the whole of the trenches, except one post southward of the village.

AWFUL BOMBARDMENT.

Prisoners who have fought throughout the war say they have never experienced such a bombardment as at Neuve Chapelle. Many were still taking refuge in dug-outs when our infantry reached them; others in the village cellars did not realise that the British had arrived.

AN OFFENSIVE, TRUCULENT PRUSSIAN.

One Prussian officer of a particularly offensive, truculent type, which is not uncommon, expressed the greatest contempt for our methods. He said "You don't fight, you murder. If it had been honest fighting we should have beaten you. We never had a chance. There was a shell every ten yards."

GERMAN EFFRONTERY.

This feeling of resentment against the British artillery was shown by several prisoners. Though gratifying to our gunners, it was a curious exhibition of lack of the judicial sense. When the tables are turned, and the Germans have had a first taste of what we have often eaten, they have the effrontery to complain. Prisoners expressed their unbounded admiration of General Hindenburg, who is the national hero.

THREE HOHENZOLLERN PRINCES KILLED.

One officer stated that three German Princes, including Leopold of Hohenzollern, were serving at Neuve Chapelle, and all are believed to be killed.

An important feature of the success is the proof given of the spirit of the British soldiers after days of gallant fighting and exposure. Despite severe losses, they displayed little signs of strain. Companies, though tired, swung cheerily through the villages carrying their trophies, and even those who fought the longest were fit for anything after a night's rest.

FOURTH ARMY CORPS CONGRATULATED.

LONDON, March 18th.

General Rawlinson congratulates the Fourth Corps on their gallant and important work at Neuve Chapelle and the magnificent behaviour of the infantry. The troops, he says, may justly be proud of their achievement in breaking the German line.

GERMAN WAR COUNCIL.

LONDON, March 19th.

It is reported in Amsterdam that a War Council is proceeding at German headquarters near Lille with the Kaiser, General von Falkenheyn, the Crown Prince of Germany, the Crown Prince of Bavaria and other commanders. It is expected that the Kings of Saxony and Bavaria will participate.

LABOUR AND THE WAR.

THE GOVERNMENT CONTROL OF WAR MUNITIONS FACTORIES.

LONDON, March 18th.

The official report of the Labour Conference says Mr. Lloyd George, in his speech, instanced the artillery fire at Nepve Chapelle as an illustration of the unprecedented expenditure of ammunition and its importance in ensuring success and saving lives. He said that before the Government assumed control of works under the latest Defence Act, to which the Royal assent had just been given, it required employers to agree to a limitation of profits as the workmen would then exert their whole strength. Any disputes must be referred to a tribunal nominated by the Government. He mentioned that the ballot on the Clyde overwhelmingly favoured accepting Government arbitration. Government requested the workmen to suspend such rules as tended to diminish output, including the rules on the question of female labour.

Mr. Lloyd George appealed to the labour leaders to support any strong Government action to check the excessive drinking of a minority of the workmen, which gravely interfered with output and transport. They were faced with two alternatives in a country whose resources were more enormous than those of any other—they would either be vassals of a German military caste drunk with success, or they would break militarism for ever.

GERMAN CONSUL IN AMERICA ARRESTED.

LONDON, March 19th.

The German consul at Seattle has been arrested on a charge of conspiracy and seeking information regarding the Seattle Construction Dry Dock Company, which Germany suspects of manufacturing submarines for the Allies. He was bailed out in a thousand dollars. The consul claimed diplomatic exemption from arrest.

THE SINKING OF THE "DRESDEN."

GERMAN ASSERTION.

LONDON, March 19th.

A message from Santiago de Chili says that Chili has sent two warships to Juan Fernandez to fetch the crew of the *Dresden*. They will be brought to Valparaiso and interned.

The German legation is attempting to cause trouble between Chili and Britian by asserting that the engagement occurred within five hundred yards of the shore and that the British commander declared that his orders were to sink the *Dresden*, any consequences being settled afterwards by diplomacy.

[FROM MANILA PAPERS.]

A DOCKERS' STRIKE.

AT SEATTLE, TACOMA AND VANCOUVER.

WASHINGTON, March 16th.

Demanding an increase in wages and shorter hours of labour, several thousand longshoremen employed in Seattle, Tacoma, Puget Sound ports and in Vancouver, B.C., have gone out on strike. The men are all union members.

As a result of the strike coastwise shipping is completely tied up. In Seattle, Tacoma and Vancouver there are a number of freighters loading for ports in the Orient and for the United Kingdom. These ships, it is believed, will be delayed in their departures because of the complete demoralization of the shipping industry on account of the strike.

The longshoremen demand the same wages as are paid to the union members in San Francisco.

BEQUEST TO CHARITIES.

LONDON, March 15th.

Mr. Edgar Allen, of Sheffield, has bequeathed thousands of pounds to charities, including a thousand to the Mission to Lepers in India and the East.

DEATH OF A HAWKER.

CONSTABLE ACQUITTED OF RESPONSIBILITY.

The hearing of the enquiry into the death of a Chinese hawker named Lam Sui, who met his death by falling down steps leading from Hollywood Road on being chased by police, was continued before the Coroner (Mr. F. A. Hazeland) and a jury yesterday.

Constable Reynolds, who was with P.C. Swan on the night in question and joined in the chase, stated that when he was a few yards from the steps he saw the hawker fall down into the road from the steps. He was lying on his side, and witness, after turning him on to his back, discovered that he was bleeding from a wound in the head, and was unconscious. P.C. Swan came down a few seconds afterwards, and the widow, with another woman, came some short time after him.

In answer to Mr. Bowley (who appeared for the widow) witness said he was positive that he was by the side of the deceased before Swan.

Mr. Bowley said that was quite a new fact.

Witness—I said that in my statement on the 10th inst.

A Chinese interpreter was next called, and upon a question by Mr. Bowley as to whether or not he had a good memory, being answered in the affirmative, his worship said that every Chinaman had a good memory, and he never knew one who had not.

Mr. Bowley said that it had been held that if any person was under any well-grounded apprehension of personal violence, he who threatened that violence was answerable for the consequences. He contended that as there had been no gambling the constables had no cause to chase the deceased.

His worship said that every day there were gambling raids, and the men, on seeing the police, invariably ran away. He considered that under the Ordinance he was entitled to arrest anybody in such circumstances.

Mr. Bowley—Yes, if he reasonably suspects there was gambling.

His Worship—He thought that there had been gambling. His worship added that he supposed the Police would like the Crown Solicitor to argue this point.

Mr. Bowley—If your worship thinks it worth while. You might consider it yourself first.

His worship said he was of the opinion that Constable Swan did carry out his duty.

Inspector Brazil submitted that Swan acted in accordance with Departmental orders. The Departmental orders provided that a man might be chased at any time if he were seen running.

His Worship—Yes. There is nothing in your point, Mr. Bowley.

The jury said they were not satisfied that P.C. Swan kicked the deceased, and a verdict of death from a fractured skull was returned.

BUILDING BOOM AT SHANGHAI.

In a review of the Shanghai Municipal Report for 1914, the *N.-C. Daily News* observes:—

The past year constitutes a record in the local building trade, permits having been issued for the erection of 8,824 structures, of which 7,869 are Chinese houses, the greatest number of structures previously erected in any one year being 5,411 in 1908. Over 60 per cent. of the houses erected have been built on undeveloped land, principally in the Western district. Owing to the unprecedented boom in the building trade a very large number of "mushroom" contractors have made their appearance, many of whom have previously been clerks or small "jobbing" contractors, and consequently without practical experience, usually relying upon guesswork or the doubtful ability of a foreman to work out their estimates, which in many cases are cut so low that it is impossible properly to carry out the work without serious loss, unless very inferior materials and cheap labour are employed.

It is worthy of note that the hostile attitude of the local Chinese towards the amended Building Rules, which were framed with the object of decreasing the number of resting-places for rats in Chinese houses, has almost disappeared; and in a great number of cases it has not been difficult to persuade building owners also to omit the ceilings—always a favourite run for rats—to the ground floor rooms, although the "rat-proofing" by-laws do not call for this to be enforced.

FOREIGN FASHIONS.

"There is still a growing tendency," the report continues, "to embody features of a Chinese construction, chiefly in the dividing up of the hongs and better class houses into small rooms with open fire places, and the introduction of very ornate wooden panelling and cornice moulds; the old-fashioned interior of a first-class Chinese house is now very rarely met with in those of modern design. If this transitional state develops much further, radical changes will have to be made in the Building Rules, to ensure the stability of the ordinary Chinese dwelling-house."

The present extraordinary activity in the building trade has shown more clearly than ever the great necessity for new Building Rules of a far more stringent character than has hitherto been considered necessary. It is evident, the Engineer continues, that the standard of workmanship has been very much lowered of late years, and as the Settlement increases it is only reasonable to assume that unless checked it will sink much lower, particularly if the seemingly popular system of leasing land for a number of years to speculative Chinese builders continues. The mileage of roads under the control of the Council is put down at 118 miles, and the mileage of footways at 99 miles.

PEKING NOTES.

PEKING, March 18th.

THE NEGOTIATIONS.

The delay in the negotiations between the diplomatic representatives of China and Japan is frequently attributed to Chinese procrastination and to the hope that time will bring some fresh development favourable to China, but though there may have been some justification for the charge, it is only fair to have it known that Japan is to some extent blameworthy. For instance, certain demands concerning Manchuria had been agreed to, but much to the surprise of the Chinese representatives the Japanese Minister came along last Saturday with the demand that these be reconsidered as he had fresh proposals to make. Naturally, the Chinese pointed out that progress could not be hoped for if this became a practice and a whole day was wasted in consequence of this irregularity on the part of Mr. Hioki. Tuesday's conference was a lengthy one, and speaking generally most of the Japanese demands in respect of leasing land, opening 27 cities to trade, mining privileges, and jurisdiction were resisted. I am informed on fairly good authority that the Chinese consider that they have made all the concessions that they intend to accede to.

PEKING CLUB.

The adjourned meeting of members of the Peking Club did not provide the exciting scenes that were expected. The "dead set" against the Legation influence came to nought, and the diplomatic body is as largely represented on the committees as before. The Russian Minister, M. Krupensky, should make a popular president. The manager of the German bank here, Mr. Cordes, wanted to resign from the committee, but at the request of allied representatives he allowed his name to stand and he was re-elected on the balloting committee, a proceeding which shows that the gospel of hate does not prevail among the allies in Peking.

CAPTAIN VON PAPPENHEIM.

The sensation of the week has been the discovery of the folly of Captain von Pappenheim, the German military Attaché, who, with a number of countrymen secured permits for a hunting excursion, but whose objective is said to have been the Siberian railway and whose aim was to destroy important bridges on this route. The plot has been discovered, and if the captain and his comrades fall into the hands of the Russians, who are searching for them, they are likely to have short shrift. The protest which the Chinese Government has addressed to the German Minister shows that China wishes to put herself right in this awkward matter.

JAPANESE MINISTER'S FALL.

Mr. Hioki, the Japanese Minister, met with an accident this morning, being thrown from his pony while riding through the Imperial City. He had to be taken home in a ricsha, but the effects of the fall are not regarded as serious, and he should be all right in a day or two.

MINISTERIAL CHANGES.

It is a striking commentary on Chinese patriotism that at a time like the present when all differences should be set aside there is to be seen the continuance of the silent struggle between the Canton faction and the Anhui men for power in the administration. Meantime it looks as if the Anhui faction was in the ascendant, but those who know are inclined to back Liang Shih-yi as a stayer and as an ultimate winner. And that spells Cantonese success.

PERSONAL.

Sir Richard Dane returned to the capital this week, much earlier than was anticipated, a fact which is not without significance these days.

Mr. N. E. Cornish, taipan of the princely house, leaves to-night for home *viâ* Siberia. His place is taken by Mr. E. B. Clarke, who was in Hongkong from 1910 to 1912.

Mr. A. E. Wearne, Reuter's representative here, left the previous day for home in order to take up a commission in the British army.

Mr. H. T. Foord, of the Canton-Kowloon Railway, is here on a visit to consult with the Ministry of Communications.

MODERN BUILDING IN PEKING.

A Peking contemporary says:—

The construction of the new block of Regine's Buildings will commence during the early part of next month on plans designed by Messrs Charrey & Conversy, French architects of Tientsin. It will be a four-storeyed structure consisting of eight flats of five and six living rooms each and two stores on the ground floor facing west on the Ou-Pu Street. The flats are designed either for offices or for residential use. The fourth storey will contain, as Mr. Regine terms them, the "students' quarters" flats, each of two rooms and bathroom, which will be rented at a specially low cost. The good location and central position of the new structure have led to brisk inquiries for residential flats and office premises, several of them having already been engaged. Large, airy and well-lighted rooms, lofty staircases and all modern sanitary equipments and fittings will form prominent features of the new building, being a distinct improvement on the blocks of buildings which were some time ago gutted by the fire which broke out as a result of the fusing of an electric wire.

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Mr J. E. Atherley	Mr W. S. Kenney
Mr H. Avery	Mr W. S. Kramer
Mr H. Backhouse	Mr & Mrs H. A. Lampman
Mr E. A. Faukham	Mr W. D. Leo
Mrs L. C. V. Beelsman	Mr N. Z Lovi
Mr G. A. Bena	Capt A. Lindberg
Mrs E. B. Belilios	Mr G. T. Lloyd
Mr C. D. J. Bell	Mr & Mrs Luja
Mr & Mrs Beswick	Mr & Mrs T. A. Maguns
Mr & Mrs A. R. Bishop	Mr & Mrs O. Marriott
W. M. Black	Mrs. McClure
Mr & Mrs J. V. Braga	Mr J. Mereski
Mrs Breaker	Mr B. K. Mehta
Mr H. Bridges	Mr G. S. Middleton
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Mr J. H. Bulmer	Mrs J. H. N. Mody
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Mr & Mrs H. M. Cook	Mr J. S. Nicolson
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Mr & Mrs J. Cruickshank	Dr A. A. Paspia
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Mr W. A. Dowley	Mr A. B. Purves
Mr W. Downie	Mr W. T. Qualfe
Miss M. E. Duffy	Mrs J. A. Randall
Mr A. Derby	Mr E. H. Ray
Mr & Mrs H. C. Ehrenfels	Mr V. Read
Mr F. W. S. Evans	Lt-Col. & Mrs Rayner R.A.M.C.
Mr E. Evensen	Miss F. Reay
Mr J. A. Fleming	Mr J. P. Rowell
Capt & Mrs E. M. French and child	Mr T. W. Shearstone
Mr Denman Fuller	Mrs A. F. Sheel
Mr J. Gibb	Mr J. C. Sibley
Mr L. Gilder	Mrs A. G. Smith
Mr V. Goultourn	Miss A. Squire
Mr & Mrs J. Gould	Mr & Mrs J. Standering
Mr H. L. Griffiths	Mas'er J. Standering
Mr E. W. Griffith	Mrs M. Standering
Mr & Mrs E. A. Griffin	Mr S. Steckmest
Mr C. L. Goodrich	Mr & Mrs th B. Swift
Mr E. M. Gull	Mr J. A. Tralen
Capt T. P. Hall	Mr C. Wallace
Mr & Mrs W. A. Hannibal	Mr A. G. Wearne
Mr G. Harper	Mr & Mrs A. Weill and family
Hon. Mr E. A. Hewett, O.M.G.	Mr E. J. Westerhouse
Mr W. J. Hodge	Mr F. W. White
Mr R. Hunter	Mr & Mrs E. T. Williams and 2 children
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Mr Irving	Mr G. G. Wood
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Mr Buck	Mrs Johns
Mr & Mrs Carmichael	Mr & Mrs Keigwin
Mr H. A. Cartwright	Mr Lee Jones
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Mr Cousland	
Mr & Mrs Crichton & children	Mr & Mrs Moss and child
Col. Darling	
Mrs Elliot & children	Mr & Mrs J. I. Plummer
Major Faichine	Major Pyne
Mr & Mrs A. Findlay Smith	Mr & Mrs Ralphs
	Mr A. Sinclair
Mr & Mrs Goodbur	Mr & Mrs Grant Smith
Mr & Mrs B. A. Hale	Miss Skinner
Lt.-Col. Gordon Hall, R.A.M.C.	Mr C. Skott
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Hongkong, 26th March, 1915.

WEATHER REPORT.

On the 25th at 10·40 a.m.—Pressure has given way moderately over N. China, Japan and the Loochoos; it has risen at all other stations in the area, especially over Japan, the depression having passed into the Pacific.

The anti-cyclone has continued to move eastwards and is now situated to the S.E. of Tokio. A fresh area of high pressure covers China and appears to be central between the valleys of the Canton River and the Upper Yangtze.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.11 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District.	Forecast
Hongkong & Neighbourhood	N.E. winds, moderate; fair.
Formosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan...	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

25TH MARCH, 1915, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock ...	7 a.	—	—	—	—	1	—
Nemuro ...	6 a.	30.06	—	—	N	1	—
Hakodate ...	"	30.11	—	—	N	1	—
Tokio ...	"	30.14	—	—	NNE	1	—
Kochi ...	"	30.05	—	—	SW	1	—
Nagasaki ...	"	30.07	—	—	SSE	4	—
Kagoshima ...	"	30.10	—	—	NE	2	—
Oshima ...	"	29.99	—	—	—	0	—
Naha ...	"	29.97	—	—	NNW	1	—
Ishi'jima ...	"	30.09	—	—	NNW	3	—
Bonin Is. ...	"	30.06	—	—	—	0	—
Chefoo ...	"	—	—	—	—	—	—
Weihaiwei ...	"	30.16	30	79	NNW	7	cq
Hankow ...	"	—	—	—	—	—	—
Ichang ...	"	—	—	—	—	—	—
Kiukiang ...	"	—	—	—	—	—	—
Changsha ...	"	—	—	—	—	—	—
Shanghai ...	"	30.17	41	—	SW	2	bc
Gutzlaff ...	"	30.13	47	—	WNW	4	cm
Sharp Peak ...	7 a.	30.11	54	90	—	0	o
Amoy ...	6 a.	30.13	57	94	NE	2	o
Swatow ...	"	—	—	—	—	—	—
Taihoku ...	5 a.	30.14	59	79	NW	3	r
Taichu ...	"	30.08	59	—	N	3	r
Tainan ...	"	30.04	61	—	N	5	o
Kodhun ...	"	30.02	66	—	—	0	b
Pescadores ...	"	30.03	63	—	NE	4	o
Canton ...	6 a.	30.22	57	81	N	4	o
Hongkong ...	"	30.12	62	73	NNE	1	o
Gap Rock ...	"	30.11	—	—	NNE	4	o
Macao ...	"	30.11	59	89	NNW	1	o
Wuchow ...	9 a.	—	—	—	—	—	—
Hoihow ...	"	—	—	—	—	—	—
Pakhoi ...	"	—	—	—	—	—	—
Phulien ...	6 a.	30.17	61	96	NNE	1	o
Tourane ...	"	30.09	72	—	WSW	4	o
Cape St. James ...	"	29.89	77	—	ENE	6	o
Aparri ...	"	29.97	77	84	N	2	o
Dagupan ...	"	29.93	75	88	NW	1	b
Manila ...	"	29.94	73	92	—	0	b
Legaspi ...	"	29.94	75	92	—	0	b
Tacloban ...	"	—	—	—	—	—	—
Iloilo ...	"	29.92	75	81	N	3	o
Surigao ...	"	—	—	—	—	—	—
Labuan ...	"	—	—	—	—	—	—

C. W. JEFFRIES, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squall r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 25th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.11	30.18	30.14
Temperature	64	62	70
Humidity	84	73	55
Wind Direction ..	East	NNE	WSW
,, Force	4	1	2
Weather	o	o	o
Rain	—	0.11	—

Highest open air Temperature on 24th .. 65

Lowest open air Temperature on 24th .. 61

HONGKONG TIDE TABLE

From 26th March to 1st April, 1915.

Days of Week	Days of Month	High Water: H'kong. Mean Time	High Water: Height	Low Water: H'kong. Mean Time	Low Water: Height
		h. m.	ft. in.	h. m.	ft. in.
Fri.	26	No infor.	high-	m 0 21	1 7
		4 52 a	6 2	nor low-	water
Satur.	27	m 7 50	4 2	m 1 2	1 4
		5 57 a	6 5	m 11 50	3 8
Sun.	28	m 7 46	4 4	m 1 35	1 2
		6 52 a	6 7	0 46 a	3 2
Mon.	29	m 8 1	4 9	m 2 6	1 2
		7 44 a	6 9	1 35 a	2 6
Tues.	30	m 8 22	5 4	m 2 36	1 3
		8 35 a	6 8	2 22 a	2 0
Wed.	31	m 8 48	6 0	m 3 6	1 5
	April 1	9 26 a	6 6	3 8 a	1 4
Thurs.	1	m 9 17	6 4	m 3 37	1 8
		10 10 a	6 2	3 56 a	1 0

THE HAVOC WROUGHT IN RHEIMS.

IRREPARABLE DAMAGE TO THE CATHEDRAL.

Describing the terrible havoc wrought at Rheims by Prince August Wilhelm and his soldiery, Mr. Edwin Cleary, the special representative of the *Daily Express*, who has recently visited the battle-ground of the Allies by courtesy of the French Government, says:—

Some 120,000 people, reduced to under 10,000 souls, all too helpless and poor to move away, all too gaunt-eyed and listless to shudder when the shells burst daily, all prisoners of destiny and devoid of hope, all living in the atmosphere of concussion and cannon sounds, all dry-brained without a tear to soothe eyes filled with feverish pain! It is pitiful, but it is more terrible still to realise that it cannot be helped.

The French Government does all that is possible to comfort and feed them, but there is nowhere for them to go, nowhere but Rheims.

There are some few hundreds of well-to-do people still remaining, who are guardians of property still standing—wine caves, and a few dozen small shops and stores still open, but in the badly bombarded portions of the city unharmed houses are boarded up and the spaces in between are filled with ruins.

From one of these I saw a remnant of a piano protruding, and on it sat the family cat, as if either waiting for the pianist to re-turn, or guarding where she sleeps. Occasionally the whirr-song of a shell shrieks above. It comes from the German battery on the wooded heights of Witry, about four miles north across the valley, and it was sighted for the French guns in the region we had just passed through.

The once-famous market is a pitiful sight. It runs along a short half square, and exposes oddments beyond the use of poverty. One large table stall contained six small lonesome freckled apples, shrivelled to half their original size by the shame, it seemed, of being looked at so long.

How small these apples looked compared to the demand Prince August Wilhelm made on Rheims on September 4!

110,000lbs. of meat.
226,000lbs. of bread.

And at noon on the same day, in order to hasten delivery, he sent three big howitzer shells into the museum, one of which destroyed the gallery of modern painters.

As there was no sign of the provender being forthcoming at 2 p.m., five other shells fell as a warning near the cathedral square, and the quantity of meat delivered at 4 p.m. not sufficing, fully 100 shells visited the edges of the city, killing fifty-five people and wounding several hundreds.

It was then that the council raised the white flag on the Hôtel de Ville.

On the next day August Wilhelm at the head of his troops entered the city and demanded fifty million francs at once and 100 million francs in forty-eight hours. The council explained that it could not be done without an order from Paris, and one of their number was despatched with an escort through the German lines of the Marne to fetch the sanction back.

During the four days Prince August Wilhem was waiting for the order the cannons trained on Rheims were silent, and the Crown Prince was hastening through the Marne to keep an engagement in Paris, only stopping to debauch, batter, and burn every town between Epernay and Mondemond.

On September 13 there came a change. Prince August Wilhelm, hearing of the defeat and flight of his brother's army, speedily evacuated Rheims and hurriedly marched to the fortified hills, where he is to-day.

When he reached there shells began to fall with such increasing frequency that the hearts of the people sank, for they knew that Rheims was doomed. Suffice it to say that the shells rained on Rheims incessantly during four days. There were hundreds wounded, dying and dead in the streets, and most of the great buildings were in ruins or flames.

Now on Thursday 17th, the Crown Prince, after his headlong flight, must have joined his brother August Wilhelm somewhere about Witry, and they must have put their heads together and arranged what they could do after the Marne defeat to "please father." On Friday, the 18th, notwithstanding the fact that the Red Cross flag floated over the cathedral which sheltered more than 200 German wounded, whom August Wilhelm did not wish to be bothered with, many shells struck Notre Dame, but on Saturday and Sunday, the 19th and 20th, an incessant bombardment completed the most inexcusable, unwarranted, malicious, and dastardly outrage in this war of outrages.

Contrary to many opinions, and my pen uses a tear to write it, the cathedral can never be repaired. If repairing means practically to reproduce, yes! otherwise, no!

It is built of limestone rock, and limestone under extreme heat becomes lime. When the incendiary bombs exploded among the German wounded on the Saturday night the cathedral was filled with dry straw, which in a second was aflame. The fire started near the only entrance door unlocked, and fire and smoke cut off all egress, and but few of the wounded August Wilhelm had abandoned were saved.

All the pews and chairs and wooden things soon became an oven of live embers, that forced their intense heat into many sections of the walls and columns. But it is not there the danger lies so much as in the heavy cloistered roof, where all the giant columns meet in Gothic arches, supported by this structure, and above is another large protecting roof built of great wooden rafters.

When the fire-shells fell there they burned all the old wood age had dried until the falling embers, like a carpet from the floor of hell, glowed above the ceiling of the sacred space below. The vast area of limestone floor and ceiling is one, and must be cooked through and through, and therein lies the danger.

These great blocks of stone have lived so long together that their cemented strength has become a habit not easily broken unless the trespass of repairing begins. Then they will crumble and fall and complete the destruction the noble children of the Kaiser began in so dastardly a fashion.

All the shell-torn statues radiating outward from the ponderous doors are too pathetically beautiful as they are, even to touch. There is not a single one of the superbly magnificent windows which sent such floods of mystic light into this wondrous sanctuary that can ever be repaired.

The two splendid organs, the Beauvais clock, and the elaborately carved pulpit, also suspended high, alone escaped; even the heavy stone floor above the crypt crumbled with the heat and fell, covering with débris the tombs of many saints.

MEANING OF TRENCH WARFARE.

AN EVER-IMPROVING ARMY.

The following is from a British Observer with the French Forces in the Field, who has the permission of General Joffre to send communications home from time to time, giving descriptions of the work, etc., of the French Army which will be of interest to the British reader:—

The Allied Armies have been stationary on the Western front for so long that their line, as given in the maps issued by the newspapers, is drawn with considerable accuracy. We know that it is something over 500 miles in length; and that from the right of the British line, not far from La Bassee, the remaining 450 miles are held by the French troops alone.

Let us first look at that part which extends from La Bassee, past Noyon, Soissons, Reims, Verdun, and St. Mihiel, to the Moselle at Pont-a-Mousson. Throughout this extent of 270 miles the trenches are, practically speaking, continuous. At very few points are the lines more than 300 yards from each other; the closeness of the combatants in most of the trenches is shown by the large use of hand-grenades, which cannot be thrown more than 40 or 50 yards. One is apt to think that these trenches are really a line which is broken once the trench is captured. In reality the trench which one sees is only the front face of a work resembling a small fort, a regular nest of bomb-proof shelters, machine-gun emplacements, and deep communicating trenches; it is this system of forts, with the trenches connecting them, which is known as the enemy's front line of defence. This line is succeeded by others of similar construction, although possibly less highly developed.

During the last two months our Allies have made a number of attacks at different points in this first line of defence. But these attacks have not been of the same nature as those that the Germans made in November in their endeavour to capture Ypres. In that case it was the concentration of a large number of Army Corps whose force was hurled against the Allied forces, with the intention of pushing through by sheer weight of numbers. These are small local attacks, launched with a view to seizing some particular piece of front trench and of holding it and fortifying it against the enemy's counter-attacks. The piece of trench attacked may be chosen because the fire from it is particularly annoying to our own line, because its capture will make it difficult for the enemy to hold on to some other bit, or merely because it is the easiest to assault.

OCCUPYING THE ENEMY.

But the advantage gained by taking a trench is that you make the enemy come out of their trenches and fight to get it back. Nothing would suit them better than to be able to sit quiet in their trenches, while they collect all the reserves they can for use in some other part of the line; and this is just what they must be prevented from doing. And—to their credit, be it said—they have never failed to put in counter-attacks, sometimes for several days in succession, to regain lost trenches. Sometimes our Allies have in the end been forced back to their original line, occasionally even behind it; but this does not lessen the satisfaction of having given the enemy a good shaking up, brought them out into the open, and inflicted heavy losses.

The districts where these small attacks have been most frequent are those north of Arras, between the Somme and the Oise, along the Aisne and between Reims and Verdun. In the course of three weeks between 20th December and 10th January, 15 separate attacks were made against different portions of trenches in the last-named area; of these 10 were successful, in that the attacking troops managed not only to take the trenches, but also to hold them against counter-attacks and turn them into a part of their own first line. In the Argonne Forest, north-west of Verdun, the fighting has also been very severe; here it has been the Germans who have generally taken the offensive, perhaps owing to the fact that in this broken and heavily-wooded district they are less liable to suffer from the French artillery fire.

The remainder of the line from the Moselle at Pont-a-Mousson to the Franco-Swiss frontier may be conveniently divided into three parts. These are:—

(1.)—From the Moselle at Pont-a-Mousson to the Marne-Rhine Canal, north of Luneville.

In this the French hold a series of works known as the "Courcane de Nancy," with advanced posts roughly along what are really the outer defences of Metz. Beyond artillery duels and small infantry reconnaissances, not much takes place.

(2.)—From the Marne-Rhine Canal to a point east of St. Die, where the French frontier reaches the crest of the Vosges.

It was some 10 miles west of this line that the battle of La Mortagne took place in October. The Germans were beaten and were driven over the Meurthe and across the frontier, breaking the bridges, and also treating the inhabitants of the frontier district very badly in their retirement. The line now held by the French is some 10 miles this side of the frontier. The inhabitants in the intervening space have been evacuated, and all supplies taken. The district is therefore practically deserted, and except for reconnaissances and other cavalry work the lines of the opposing troops are not in close contact.

(3.)—From the frontier on the crest of the Vosges to the Swiss frontier.

In this last section the contact with the enemy once more becomes close. The line held is beyond the frontier. The French troops hold the heads of the valleys running down between the wooded spurs of the Vosges Mountains, the Germans having been gradually pushed back till they now hold the lower spurs only; at some points, such as round about Cernay and to the south of it, the French hold the lower spurs, the enemy occupying villages and other tactical points in the plain.

THE FRENCH GAINS.

A question which is in the minds of most people, whether they put it into words or not, is:—"What advantages has the French Army gained during the last few months?" Since the repulse of the Germans by the Allied Forces in Flanders, no battle of great importance has been fought. If the gain in the smaller engagements that have taken place is only to be measured by the amount of ground won, the results are indeed small—a few hundred yards north of Arras, a village or two between Arras, and the corner of the line nearest to Paris, a belt varying from a mile and a half and 200 yards in breadth, to the east to Reims, and a few miles of what was German territory in Alsace. These acres are all that have been regained, and the enemy's hold on Belgium and the north-eastern corner of France remains as strong as ever.

Yet the success of the French Army, though not apparent, is very real, and its work deserves the gratitude and admiration of the Allied Powers in the highest degree. To appreciate this, one must take a broad view of the situation. One must remember that the battle now being fought in Europe is one only; that the fighting in Poland, in Galicia, in Serbia, in France is all part of the same battle; that to beat the German powers we shall need more reserves than we have available at present; and that, until these reserves can make their weight felt, the duty of the Allied Armies is to prevent the enemy from bringing about a decision favourable to himself. It is in her full conception of this duty and in the vigour which she has put into its execution that France and her Army have deserved our admiration. By her operations during the last two months she has kept the enemy fully occupied in holding his ground, prevented him from weakening his Army on this side in order to deal a decisive blow elsewhere, and maintained his rate of casualties by forcing him to fight, sometimes for days together, under circumstances which were not to his advantage. That is her first achievement.

SOME IMPROVEMENT.

Her second is that during these months her Army has steadily improved, both in personnel and material. It is generally held that long periods of trench-work have a deleterious effect on infantry; that they lose their activity, their *élan*, and require a little time for getting this back if they are to be used for offensive operations. This is not the case in the French Army. Attacks are executed with great vigour; reserve divisions have nearly, if not quite, the same value as active divisions, which was not the case earlier in the war; and territorial troops, composed of men between 35 and 40 years of age, are taking a far more considerable share in the active work than they have done hitherto. This siege warfare was at first new to every one; and the success of the many small attacks recently made has been largely due to the care with which each effort has been studied and its lessons communicated to all, so that the whole Army might benefit by the experience of one commander and his men.

As regards material, perhaps the greatest stride that has been made is in the provision of heavy artillery. The superiority of the French field gun has long been admitted. But against an enemy strongly entrenched, supported by long-ranging heavy batteries, the field gun is not sufficient and the want of heavier metal has been deeply felt. This has now been provided, and each week the co-operation between artillery and infantry becomes more perfect. It may be confidently asserted that without this progress the operations, even if successful, could only have been carried out at the cost of losses entirely out of proportion to the results obtained. This is only one of the improvements that have been made; there are many others. And the result is that the moral of the Army has never stood higher than it now does; the truth of this being plain to the eyes of anyone who sees the French soldier, whether in the trenches or tramping along the roads in the rain and the mud.—*Times.*

SHIPBUILDING IN 1914.

A considerable decrease in the output of new merchant ships occurred last year, as is shown in the annual summary published by Lloyd's Register of Shipping, but the total was still impressive. Altogether 656 merchant vessels of 1,683,553 tons gross measurement, of which 621 were steamers of 1,674,369 tons gross and the balance sailing vessels, were launched in the United Kingdom in 1914. This output showed a decrease of 248,600 tons on 1913, which gave the highest total on record. The number of steamers launched of 6,000 tons gross and upwards was 71, 13 of which were over 10,000 tons in capacity, the largest being the White Star liner *Britannic* of 47,5[illegible] tons gross measurement. As is customary, the Clyde district gave the highest output, its contribution being 444,621 tons, the Tyne following with 315,585 tons, the Wear with 227,520 tons, Belfast with 239,819 tons, Middlesbrough with 137,165 tons, and Hartlepool with 124,419 tons. Outside the United Kingdom 663 vessels of 1,169,200 tons register were put in the water. Germany leading with 387,192 tons, the United States contributing 200,762 tons, mostly for inland navigation, Holland 118,153 tons, and France 114,052 tons. Twenty-eight steamers between 5,000 and 10,000 tons were launched in Germany, and six of upwards of 10,000 tons, the largest of which was the Hamburg-Amerika's liner *Bismarck*, whose gross capacity is put at 56,000 tons. The German total includes three vessels of an aggregate capacity of 60,500 fitted with a combination of reciprocating engines and steam turbines. In Japan the tonnage launched during the year was 85,861, or nearly 33 per cent. more than in 1913, and the highest figure ever attained.

SIX WEEKS WITH THE ENEMY.

UNPERTURBED BERLIN.

THE GERMAN MACHINE.

(BY A NEUTRAL OBSERVER IN "THE TIMES.")

A journey to Berlin in war time? A most hazardous undertaking, I was told. Four or even five days were suggested to me as the time required, and at least 48 hours from The Hague to the German capital.

I armed myself with patience and a passport and determined to see it through. From London to The Hague took 30 hours. That was a bad beginning, particularly as on the short stretch from Flushing to The Hague I was obliged to change trains twice. It was with many misgivings that I left the Dutch capital.

We bumped along the road through Amsterdam, past countless soldiers guarding the permanent way. Towards noon the dreaded frontier was reached. The Customs examination was, if anything, more mild than in peace times. A little blue label marked "revidiert" was pasted on my bags, my passport was scrutinized and stamped, a porter placed my luggage in a car marked "Berlin," and to my intense surprise 20 minutes later we were steaming at full speed over the flat lands of the Ems valley. The dining saloon attached to the train served me an excellent meal for three marks, and I returned to my compartment to await events.

Snow lay deep in the district around Osnabrück, where we caught up with the storm. Hanover was passed on schedule time, and at a little station near there we came to a dead halt. At last I thought we were in for it. I saw a long Red Cross train — fourth-class carriages converted into sleeping cars with a great red cross painted on a metal sheet at each end, and wounded men staring out of the windows near the top. Five minutes, ten minutes we waited. Then with a jolt we started off at full speed. I inquired of the guard whether we would be very late. "Oh, no, all stops are provided for," came the answer. Near Stendal I saw 20 small black freight cars with the words "Louvain, Etat Belge," stencilled in white letters, parked on a siding empty.

It was still snowing, but we kept up our express pace, and Berlin was reached on time to the minute. I alighted from the train 11 hours after leaving The Hague. A porter, two, struggled for the privilege of carrying my bags, and I noticed they were young sturdy fellows, quite of the arms-bearing age. Evidently some had not been mobilized. At the station I saw few or no troops, no military guards, and the usual routine of a brass check for a taxi-cab-delayed me some moments, and then through the brilliantly-lighted, thronged streets I was driven to my hotel. The hazardous journey was over.

And so with other journeys. I crossed the country from one end to the other, and never was my train late. Every fast train was equipped with a dining saloon and all-night trains with sleeping cars.

LIFE IN BERLIN.

I expected to find Berlin the throbbing heart of the Empire. Instead I found the cold, metallic, precise click of a great machine. One gets no impression of personal feelings, personal emotion. Merely the slow, grinding rotation of duties, each carried out with perfunctory energy, but the whole the most magnificant organization the world has yet seen. It is man reduced to an equation of efficiency. Of each individual is required just about one-half the effort of which he is capable. The result is that, not only are they amply provided for any emergency, but that ordinary life is less disturbed than in any other belligerent country.

Berlin is more its true provincial self than at any time since it has become a world capital. The large foreign transient population is lacking, and the immaculately clean white marble ancestors of the present Kaiser, which he has arranged so neatly in rows, *vis-à-vis*, in the Tiergarten, must be content to smile or frown down on the daughters of Berlin dressed "auf Deutscher art"— in German fashion.

Though the life of the people goes its round undisturbed, in higher circles about the Court all social life has ceased, except for small parties given for the entertainment of officers invalided home. Officers on leave without serious cause I saw none, so that the war conversations lack the thrill of personal contact with a real warrior fresh from the trenches, who, speaking in the first person, recounts his adventures to admiring listeners. The wounded who reach Berlin are an unusually reticent lot, compared with those in other cities, though they must be the heroes of the war, for every other soldier in the capital has been decorated with the Iron Cross. In fact, not to have the big black and tin-edged bauble dangling from a long black-and-white ribbon from the third button hole of the "field-grey" tunic, is becoming a mark of especial distinction. The national song will have to be changed to "Kreuzland, Kreuzland über Alles" if the war continues, a wit has recently suggested. Whether the Emperor prefers his Prussians to his Bavarian or other troops, as has been suggested, is difficult to say, though the fact remains that one sees many more Iron Crosses in Berlin than in any other city of the empire.

The striking absence of a warlike spirit in the capital, a certain emptiness and lack of enthusiasm, can be explained in part by the fact that the Emperor, established at his *Grosses Hauptquartier*, then somewhere on the Western front, has taken with him as part of his staff his Prime Minister, Minister for Foreign Affairs, etc., in all, I am told, some 300 persons. Here in a little asbestos hut for the Emperor and other even less desirable and cramped quarters for his Ministers, the whole executive administration of Germany is being carried on. Berlin, politically speaking, is merely a deserted annex of "Headquarters."

GERMAN DIPLOMACY AT A DISCOUNT.

That the empire suffers thereby, particularly in its foreign affairs, was told me by a distinguished German. The open criticism of German diplomacy by all classes seemed to me extraordinary. That the "haute finance" was not advised of the war in due time, in order to call in loans, etc., rankles in their minds. That the country was not informed of the English "point of view" or was falsely advised is felt bitterly. In fact, German diplomatists are in such disrepute at the present moment that I heard more than one person emphatically declare, "We will have no diplomatic peace"; and I know that the great industrial, banking, and commercial men of Germany expect to be consulted, should the occasion arise. For not a man of them but believes that the end will be favourable.

Yet strangely enough one hears little talk of victory, little boasting over the prowess of the German arms, and, stranger still to a foreigner, the Emperor's name rarely, if ever, figures in the conversation. In point of popularity with the people he ranks about fifth. Hindenburg, the victor in Poland, is of course the national hero, though among the well-informed, his Chief of Staff, Ludendorff, is given the credit for these victories. For the war on the Eastern frontier is, to the Berliner, of far more interest and import than the campaign on the Western front. Next comes the Crown Prince, and nothing could attest to his rising fame more strikingly than the fact that the bristling moustaches "à la Kaiser" have practically disappeared, all officers having clipped their moustaches to the "toothbrush" style worn by the heir to the Imperial Throne. After him, and running a close third, comes Count Zeppelin, the man who has made England shiver and quake with fear, and mope about in the dark, to the delight of all Berliners. Then, Crown Prince Rupprecht of Bavaria and the Crown Prince of Wurtemburg, both having proved themselves great military leaders. Then the Emperor.

The Crown Princess is undoubtedly the most popular woman Germany has had since the days of "Queen Louise." "The Smile of Berlin," as she is called, and her four sturdy little sons, all in military dress, arouse the wildest enthusiasm whenever they appear.

A CLANDESTINE MARRIAGE.

DECREE NISI AGAINST A SINGAPORE OFFICIAL.

Mr. Justice Bargrave Deane pronounced a decree *nisi* last month on the petition of Gladys Horspool Rodesse, whose maiden name was Aldis, for a divorce from her husband, Francois Marc Antoine Maurice Rodesse, deputy-registrar of the High Court of Singapore, on the grounds of his desertion and adultery.

Mr. Grazebrook, who appeared for the petitioner, said that the parties were married at the register office at Eastbourne on September 28th, 1908, and there was no issue of the marriage. The marriage was a clandestine one. Immediately after the marriage the respondent informed the petitioner that he intended to associate with other women in the same way as he had done before marriage. On the petitioner's remonstrating, the respondent told her that she could leave if she did not like it. Thereupon she left him, being compelled to do so through his conduct. That in law amounted to desertion on the part of the respondent. The respondent had subsequently committed adultery at a hotel in Paris. After the present proceedings had been begun the respondent, who knew something about law, sent a so-called affidavit to the petitioner's solicitor, Mr. J. A. White, which he, the learned counsel, handed to the Court.

The petitioner, in her evidence, stated that she was at school in Switzerland when she eloped with the respondent, whose acquaintance she had made previously in Singapore. She had travelled to England with him to get married. The respondent had always told her that he considered that England was his home, and that he aways went back there when he got his leave.

Her father also corroborated her evidence that the respondent always said that his domicile was English.

Mr. Justice Bargrave Deane, after reading the respondent's affidavit, said that it might have been meant as an answer to the suit, and that the respondent perhaps wished to defend it.

The learned Judge then read the following passage in the respondent's affidavit, dated June 22nd, 1914, at Singapore:—

"My domicile of origin is Mauritius, but I possess also a domicile of choice, which is the Straits Settlements. If now that you are in full possession of the above information, you feel justified as an officer of the Court in advising your client to proceed with her petition, and in concealing the real facts of the case from the Divorce Court I shall not enter any defence, as I do not want to spend any of my money about a wife whom I should be only too glad to be rid of. But, should any trouble arise in consequence of these proceedings, the whole matter, which I have already made known to the Registrar of the Supreme Court here, will be made public, whatever the consequences may be."

He would pronounce a decree *nisi* with costs, but would send all the papers to the King's Proctor.

RUSSIAN FINANCE MINISTER'S PROPHECY.

GERMANY TO LOSE HER £65,000,000 A YEAR TRADE WITH RUSSIA.

In an interview published by the *Main*, M. Bark, the Russian Finance Minister, declared that the war will by no means end with the military operations, but will inevitably be continued on the economic ground.

Russian markets will in future be practically closed to Germans, and the factories of Poland, Belgium, and France which they have ruined or sought to ruin will take over the German trade to Russia, amounting to 650 million roubles (£65,000,000).

"KENT" HEROES.

TRIED TO SAVE A DROWNING ENEMY.

A midshipman in H.M.S. *Kent*, a vessel well-known on the China Station, gives the following details of how his ship sank the German cruiser *Nurnberg*:—

We opened fire at 4.10 p.m. at 11,000 yards' range, but were still short of her. She soon got our range; then things got a trifle warm. As soon as we got their range we were put into independent firing and we began to put shell all round. Then we drew blood, and you should have seen our faces! Her shells were coming mighty near us and we were getting spray into the foretop.

Their shooting was very good indeed, and it is a wonder we were not very badly hit. About this time we carried her fore top-mast away and began holing her badly. She was running full pelt, and we were doing twenty-four and a half knots after her; considering that we have been out at sea over two months this was as near a miracle as anything I have ever heard of. Then we caught her a devil of a belt just by the fore turret and unshipped her turret and wrecked her conning tower, killing her captain.

We were hitting her very frequently now, and she was showing signs of being in a bad way; then she hit us twice forward by the forecastle, beautiful shots, which made quite large holes.

All our people were wonderfully cool, and not a soul seemed to have the slightest doubt about the result. We had been using a good deal of lyddite, and so had they. Our hammock nettings were quite yellow from lyddite which exploded from their shell. The fore turret landed her a lovely smack just by the quarter-deck. She was now undoubtedly done for. Then she began to haul down her ensign, but it was hauled up again and she opened fire at us. The range now was about 8,000 yards, and when we replied her decks became a shambles. One shell alone killed fifty men. We could not miss her, and pumped in shot after shot.

Then she was seen to list heavily to starboard and dipped her ensign. The list was now becoming steadily worse and worse, till about 7.2/ p.m. she capsized and half-righted herself only to go over again; then her bows came up in the air and she went under for good. We had ceased fire at 6.57.

We did all we could to pick up survivors, but alas! our boats were too damaged to get out for some time. We patched them up temporarily and managed to get ten survivors, three of whom died of exposure.

One of our midshipment, ——— by name, very pluckily went over the side for a drowning man when the water was freezing. Unluckily the poor devil did not pull round. I had on two pairs of drawers, a pair of flannel trousers, two vests, shirt, waistcoat, and sweater, with a boiler suit over that, and yet I was awfully cold.

"VIRTUOUS" INDIGNATION.

Tag, of Berlin, contains an article written by Deputy Erzberger, one of the leaders of the Reichstag Centre, in which he says:—

"War must of necessity be a hard and rough instrument. It must be waged as pitilessly as possible. That, after all, is the most humane principle.

"If we could discover a means of annihilating London in its entirety, that would be more humane than to allow a battle, since such annihilation would lead to a prompt peace.

"England spares nothing. She recognises neither the law of nations nor even international conventions that she herself has ratified. She regards these conventions as mere 'scraps of paper' which she is at liberty to tear up and throw to the winds.

"She has embodied in her forces troops of all races, yellow, red, and black; she would even enrol a spotted race if there existed one in the world. That is why Germany is authorised to make use of all the known means of warfare to beat her adversary.

"Since we are under-sea masters, even if not masters above the waves, let us boldly assert our superiority. Let our Zeppelins and our submarines strike our perfidious foe without respite.

"England has taken from us about 400 merchant ships. Our reply must be this. For every stolen ship a British town or village will be destroyed. Let as sow with the aid of our dirigibles terror and death in the hearts of the British people.

"All means must be good for us. Even if we possessed the secret of shedding fire-rain on the British soil, why should we not make use of it?"

METAL SHORTAGE.

PUBLIC STATUES FOR THE MELTING POT.

The Germans are also taking drastic steps to deal with their shortage of metal. Everything which can be melted down and turned into shells or bullets is finding its way to Krupp's. The German clock makers in the Black Forest were early warned of the course that was to be adopted. All their socks of brass, copper, pewter, nickel, antimony, aluminium, and otherwise, have been sequestered. And this is only a minor, though a very thoroughgoing, example of the wholesale scouring that is going on throughout the empire. The German authorities are also encouraging the German housewife to contribute to Krupp's her superfluous pots and pans. Speaking on the requisition of metal to a gathering of metallurgists in Düsseldorf, Dr. Schuster, a well-known public man, indicated the extent to which the order was to be carried. The lead roofing, he said, would be stripped not only from the churches in the invaded districts but also from the places of worship in Germany, while metal statues and monuments are also to be thrown into the melting pot.

SHIPPING IN PORT.

STEAMERS.

CANADA MARU, Japanese str., 3,547, T. Suruga, 20th March—Shanghai 17th March, General — Osaka Shosen Kaisha.

CHETAN MARU, Japanese str., 1,006, Maka, 16th March—Kinhon Bay 13th March, Salt.—Osaka Shosen Kaisha.

CHINA, American str., 3,186, H. Thompson, 23rd March—San Francisco 20th February, General.—Pacific Mail S.S. Co.

DAIGI MARU, Japanese str., 646, S. Tokushige, 24th March—Swatow 23rd March, General. — Osaka Shosen Kaisha.

DEVAWONGSE, British str., 1,047, C. W. Shearer, 23rd March—Saigon 18th March, Rice.—Chinese.

HAITAN, British str., 1,183, J. W. Evans, 24th March—Swatow 23rd March, General.—Douglas Lapraik & Co.

HERCULES, Norwegian str., 2,429, R. Wilhelmsen, 23rd March—Chingwantao 16th March, Coal.—Dodwell & Co.

HONGKONG, French str., 742, Marquerite, 14th March—Hoihow 13th March, General.—A. R. Marty.

HUICHOW, British str., 1,222, Shane, 21st March—Tientsin 14th March, General.—Butterfield & Swire.

IXION, British str., 6,527, G. L. Stout, 18th March—Manila 16th March, General.—Butterfield & Swire.

KOHINA MARU, Japanese str., Yamashita, 18th March—Nagasaki 13th March, Coal.—Mitsui Bussan Kaisha.

KUMI MARU, Japanese str., 2,426, H. Tominaka, 22nd March—Dairen 14th March, General.—Mitsui Bussan Kaisha.

LAERTES, British str., 1,340, Jenkyns, 22nd March—Saigon 16th March, Rice.—Order.

LOONGSANG, British str., 1,092, Leask, 23rd March—Manila 20th March, General.—Jardine, Matheson & Co.

MINNESOTA, American str., 13,323, Garlick, 11th March—Seattle 6th February, General.—Nippon Yusen Kaisha.

RIOJUN MARU, Japanese str., 2,919, Y. Yamaguchi, 21st March—Keelung 19th March, General.—Dodwell & Co.

SAINT EGBERT, British str., 3,553, G. Aitken, 19th March—Manila 16th March, General.—Dodwell & Co.

SABINE RICKMERS, Dutch str., Schnurman, 17th March—Swatow 16th March, Nil.—Asiatic Petroleum Co.

SETUN, Norwegian str., 865, D. Hovbrender, 22nd March—Bangkok 13th March, Rice.—Thoresen & Co.

SUISANG, British str., 1,776, H. Simpson, 20th March—Singapore 13th March, General.—Jardine, Matheson & Co.

TAKSANG, British str., 987, McClure, 24th March—Hoihow 22nd March, General.—Jardine, Matheson & Co.

TAISHUN, Chinese str., Westerlund, 24th March—Shanghai 20th March, General.—Chinese.

TAIYO MARU, Japanese str., 1,630, T. Fumoto, 23rd March—Dairen 16th March, General. — Mitsui Bussan Kaisha.

TAIWAN MARU, Japanese str., 1,145, H. Sakai, 24th March—Hnokoho Bay 21st March, Salt.—Chinese.

TOSA MARU, Japanese str., 3,610, Takano, 23rd March—Moji 18th March, General.—Nippon Yusen Kaisha.

TJITAROEM, Dutch str., 1,000, J. N. Bruman, 17th March Batavia, Sugar.—Java-China-Japan Lijn.

TJIPANAS, Dutch str., 2,440, A. de Lange, 22nd March—Hoihow 21st March, Sugar.—Java-China-Japan Lijn.

TUNGSHAN, British str., 2,599, J. N. Moon, 22nd March — Chingwantao 15th March, Coal.—Dodwell & Co.

YINGCHOW, British str., 1,216, E. L. Jones, 24th March—Shanghai 19th March, General.—Butterfield & Swire.

VESSELS EXPECTED.

AMERICAN MAIL.

The P.M. str. *Manchuria* left Yokohama on the 19th March via Manila for Hongkong. The mails have been transferred to the N.Y.K. str. *Tamba Maru*, which is scheduled to arrive at Hongkong on the 28th March.

THE AUSTRALIAN MAILS.

The E. & A. str. *Empire*, from Sydney, etc., left Manila for this port on the 23rd March, at 7 p.m., and may be expected to arrive here to-day at daylight.

The A.O. str. *Changsha* left Port Darwin on the 16th March for this port via Philippine ports, and may be expected to arrive on or about 28th March.

THE FRENCH MAIL.

The M.M. str. *Ernest Simons* (outward mail) will arrive here on the 28th instant, and will probably sail on the 29th inst.

MERCHANT STEAMERS.

The str. *Sangola* from Calcutta and Straits left Saigon on 24th March, noon, and may be expected here on or about the 27th inst.

The Barber Line str. *Bolton Castle* for Hongkong *vid* Panama Canal left New York on the 29th January and is therefore due to arrive here about the beginning of April.

FORTHCOMING EVENTS.

Wednesday, 31st March:—
11 a.m.—Hongkong and Whampoa Dock Co., Ltd., Meeting of Shareholders.
Noon—Hongkong Rope Manufacturing Co., Ltd., Meeting of Shareholders.

Tuesday, 6th April:—
5.15 p.m.—Hongkong Club Extraordinary General Meeting.
5.30 p.m.—Hongkong Club Twenty-Ninth Yearly General Meeting.

Monday, 12th April:—
Noon—Hongkong Ice Co., Ltd., Meeting of Shareholders.

Tuesday, 20th April:—
Noon—Teerangie Rubber Co., Ltd., General Meeting at the Office of Messrs. Lowe, Bingham & Matthews.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 23rd April — Connecting with "GUJARAT" — FROM COLOMBO: 17th May.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

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FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

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ELLERMAN LINE.

JAPAN, CHINA AND STRAITS
TO
MARSEILLES, LONDON AND LIVERPOOL.

For	Steamer	Sails.
MARSEILLES & LONDON ...	"KALOMO"	On 10th May.
... ...	"CITY OF NEWCASTLE"	On 20th May

Subject to change without notice.
For rates of freight and further information apply to

THE BANK LINE, LTD.,
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Hongkong, 13th March, 1915. [363

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SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.
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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

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Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
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PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
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REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
* TJITAROEM...	———	——	SHANGHAI & KOBE	Second half of Mar.
TJIKINI	JAPAN	First half of Apr.	JAVA	First half of Apr.
TJIHATJAP ...	JAPAN	First half of Apr.	JAVA	First half of Apr.
* TJIKEMBANG ...	JAVA	First half of Apr.	JAPAN	Second half of Apr.
TJIRODAS... ...	JAVA	Second half of Apr.	SHANGHAI	Second half of Apr.
* TJIMANOEK...	JAVA	First half of May.	SHANGHAI	First half of May.

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The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, All steamers carry a only qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."
For Particulars of Freight and Passage, apply to the

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LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 3rd July, 1914. 133

SHIPPING

ARRIVALS.

HIKOSAN MARU, Japanese str., 3,559, S. Fujisaki. 25th March—Saigon 20th March, Rice.—Mitsui Bussan Kaisha.

HSINCHANG, Chinese str., 25th March—Canton.

KWANGTAH, Chinese str., 25th March—Canton.

KWONGSANG, British str., 1,428, W. C. Bichard, 25th March—Swatow 24th March, General.—Jardine, Matheson & Co.

KWANGLEE, Chinese str., 646, B. Miyaoka, 24th March—Bangkok 15th March, Rice.—Chinese.

LUZON MARU, Japanese str., 2,968, T. Miyata, 25th March—Moji 20th March, General. — Osaka Shosen Kaisha.

NUBIA, British str., 3,007, A. B. Garwood, 25th March—Shanghai 22nd March, General.—P. & O. S. N. Co.

ORIENTAL, British str., 3,055, A. L. Valentini. 25th March—Bombay 10th March, General.—P. & O. S. N. Co.

SHAOHSING, British str., 1,307, Tuebben, 24th March—Shanghai 20th March, General.—Butterfield & Swire.

ZAFIRO, American str., 2,535, Venturini, 25th March—Saigon 21st March, Rice. —Chinese.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

March 25th.

BENVORLICH, British str., for Nagasaki.
MAUSANG, British str., for Sandakan.
NUBIA, British str., for Bombay.
SABINE RICKMERS, British str., for S'pore.

DEPARTURES.

March 25th.

CHIYO MARU, Jap. str., for San Francisco.
FAUSANG, British str., for Saigon.
KWONGSANG, British str., for Canton.
LUCHOW, British str., for Shanghai.
MAUSANG, British str., for Sandakan.
PROMETHEUS, British str., for Bangkok.
SHAOHSING, British str., for Canton.
SUWA MARU, Japanese str. for Dairen.
TAISHUN, Chinese str., for Canton.
WENCHOW, British str., for Hankow.

PASSENGERS

ARRIVED.

Per *Shaohsing*, from Shanghai, Mr. and Mrs. Garibaldi.

Per *Zafiro*, from Saigon, Dr. and Mrs. J. Baker.

Per *Nubia*, for Hongkong, from Shanghai, Mr. J. A. Trahn, Mrs. Cook, Mr. M. W. Bruce and servant, Mr. J. F. Fleming, Mr. W. Whittier and Mr. F. Ferrier.

Per *Oriental*, for Hongong, from London, etc., Miss Sasche, Mr. G. F. Douglass, Lieut. Cr. V. H. Gascoigne, Mr. R. K. Batchelor, Mr. D. Dyer, Mr. T. C. Northcotte, Mr. H. Wiseman, Mrs. Gardner and 2 children, Mrs. J. Russell, child and infant; from Bombay, Mr. W. S. Nicholls, Rev., Mrs. and Master C. H. Burr, Miss M. Hardinge, Miss E. Johnson, Miss C. Bruce, Mr. D. G. Woolfe, Major H. Alexander; from Colombo, Dr. W. H. Young, Mr. W. F. Bathgate, Miss L. McGrath; from Penang, Mr. B. C. M. Johnstone; from Singapore, Mr. H. J. Foster, Mr. and Mrs. W. G. Parish, Dr. and Mrs. W. Christie and servant, Mr. F. A. Travers, Mr. and Mrs. J. G. Rough, Dr. E. S. Elder, Mr. E. S. Jones, Mr. W. B. Sutherland, Mr. G. Hashimoto, Mr. M. Doi, Mr. and Mrs. E. King, Mr. Cecil Ansell and servant, Mr. L. Peck and servant, and Rev. R. L. Archer.

DEPARTED.

Per *Suwa Maru*, for Europe, etc., Mr. H.E. G. Nishi, Mrs. F. C. Evans, Miss Beatrice Lowe, Mr. R. J. Evans, Miss Beatrice Lowe, Mr. R. J. Birbeck, Mr. Barriere, Mr. Jamal, Capt. MacFarlane, Mr. A. Autolini, Mr. R. D. Deacon, Mrs. Giradet, Capt. J. Deans, Mr. W. B. Gillespie, Mrs. P. G. Elliot and 2 children, Mrs. Buchanan and 2 children, Mrs. McLean and 2 children, Mr. M. Yoneda, Mr. L. Guy, Mr. K. Osada, Mr. F. Browne, Mr. and Mrs. J. H. Seth and infant, Mr. Harry H. Scott, Mr. D. S. Cooper, Mrs. Leefe and 3 children, Mr. and Mrs. de la Roche, Com. I. Higashijima, Mr. and Mrs. M. Ida, Mr. M. Nagano, Mr. H. Matsuda, Mr. and Mrs. Harris, Mr. and Mrs. Turner, Mr. H. C. Davies, Mr. G. G. Peironnet, Mrs. C. Brown, Miss Young, Mr. and Mrs. Chapman, Master Chapman, Mr. M. Nakano, Mr. Y. Noda, Mr. and Mrs. Calton. Mrs. Henderson, Mr. J. A. Nye, Mrs. Harris, 3 children and nurse, Com. T. Nakajo, Lieut. R. Hodzumi, Mr. E. Davidson, Mr. F. J. D'Almeida, Mr. K. Oda, Mr. R. Malloy, Mr. H. R. Salisbury, Mr. McEven, Mr. F. Huett, Mr. A. C. Young, Mr. A. R. Hall, Mr. and Mrs. E. B. Foster, Mr. F. Luigi, Mr. C. Akazawa, Mr. M. Fukai, Mr. T. Matsubayashi, Mr. E. Nakai, Mr. Marty, Mr. T. Kitagawa, Mr. M. Hoga, Mr. K. Iguhi, Mr. T. Morita, Mr. E. Imano, Mr. K. Tetsuka, Mr. Ed. Rowe, Mr. J. T. Smith, Mr. Arnold Thoma, Mr. A. Murray Scott, Mr. Y. Ohno, Mr. S. Miyao, Mrs. F. Miyazaki, Mrs. G. Kamichi, Mrs. S. Imafuku, Mrs. T. Koyama and cehild, Miss A. Baranooa, Mrs. J. Power and child, Mr. and Mrs. T. Sejima, Mrs. St. Croix and child. Mrs. F. J. W. Melville, Mrs. Evans, Mr. and Mrs. Jones.

EXPECTED.

Per *Miyasaki Maru*, from London on February 20th.—Mr. and Mrs. Fulford, child and nurse, Miss K. Steward, Mr. W. Law, Dr. and Mrs. Wolfendale. Mr. and Mrs. Samples and child, Miss Z. M. Berrill, Miss W. Hillier, Mr. J. E. Jenkins, Mr. C. E. Wright, Mr. W. McEr.ean, M.. Gailey, Mr. and Mrs. Pegge, Master H. W. E. Pegge and Miss D. Groundsell.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS:

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	NUBIA	Brit. str.	—	A. B. Garwood, R.N.R.,	P. & O. S. N. Co.	To-day, at Noon.
LONDON & SINGAPORE, VIA PENANG, COLOMBO, &c	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	On 31st inst., at 10 A.M.
LONDON	CAERNARVONSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LTD	On 11th Apr.
MARSEILLES VIA PORTS	POLYNESIEN	Fren. str.	—		MESSAGERIES MARITIMES	On 3rd Apr., at 3 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &c	ATSUTA MARU	Jap. str.	—	Yoshikawa	NIPPON YUSEN KAISHA	On 10th Apr., at Noon.
MARSEILLES, LONDON & LIVERPOOL	KALOMO	Brit. str.	—		THE BANK LINE, LIMITED	On 10th May.
VICTORIA, B.C., & TACOMA VIA MANILA & JAPAN	CANADA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 30th inst., at 3 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	Nagasago	NIPPON YUSEN KAISHA	On 6th Apr., at Noon.
NEW YORK VIA PANAMA CANAL	ST. EGBERT	Brit. str.	—		DODWELL & Co., LTD.	On 29th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	CHINA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 30th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	MANCHURIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co	On 6th Apr., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	TENYO MARU	Jap. str.	—	E. Bent	TOYO KISEN KAISHA	On 13th Apr., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 27th Apr., at 10.30 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. J. Hall	CANADIAN PACIFIC R. Co.	On 1st May.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SEIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 11th May.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	Yagi	NIPPON YUSEN KAISHA	On 16th Apr., at 4 P.M.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	—		GIBB, LIVINGSTON & Co	On 20th Apr., at 11 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	GUJARAT	Brit. str.	—		THE BANK LINE, LIMITED	On 23rd Apr.
JAPAN	TJILATJAP	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & MIIKE	UMARIA	Brit. str.	—	Elton	DAVID SASSOON & Co., LTD	On 30th inst.
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 16th Apr., at 10 A.M.
WEIHAIWEI & TIENTSIN	HUICHOW	Brit. str.	1 m.	Shane	BUTTERFIELD & SWIRE	To-morrow, at Noon.
CHEFOO & NEWCHWANG	SINGAN	Brit. str.	1 m.	Trowbridge	BUTTERFIELD & SWIRE	To-morrow, at D'light.
SHANGHAI	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-day, at 10 A.M.
SHANGHAI	TUNGSHING	Brit. str.	—		JARDINE, MATHESON & Co., LTD	To-morrow, at Daylight.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	K. E. Tushben	BUTTERFIELD & SWIRE	On 23th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	ERNEST SIMONS	Fren. str.	—		MESSAGERIES MARITIMES	On 29th inst.
SHANGHAI & KOBE	CEYLON MARU	Jap. str.	—	Shinobe	NIPPON YUSEN KAISHA	On 29th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NELLORE	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	About 1st April.
SHANGHAI	CHUSANG	Brit. str.	—	S. Finderson	JARDINE, MATHESON & Co., LTD	On 2nd Apr., at D'light.
SHANGHAI, VLADIVOSTOCK, KOBE & MOJI	SANGOLA	Brit. str.	—	Milne, R.N.R.	DAVID SASSOON & Co., LTD.	On 2nd Apr.
SHANGHAI	ONSANG	Brit. str.	—		JARDINE, MATHESON & Co., LTD	On 7th Apr., at D'light.
SHANGHAI, MOJI & KOBE	JINSEN MARU	Jap. str.	—	Terada	NIPPON YUSEN KAISHA	On 8th April.
SHANGHAI	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 28th inst., at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 4th Apr., at 10 A.M.
AMOY & SHANGHAI	YINGCHOW	Brit. str.	1 m.	E. S. Jones	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-day, at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	On 30th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	—	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 2nd Apr., at 1 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Lees	JARDINE, MATHESON & Co., LTD	On 3rd Apr., at 3 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 6th Apr., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. Rolfe	JARDINE, MATHESON & Co., LTD	Quick despatch.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	S. Tokushige	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TSIKINI	Dut. str.	—		OSAKA SHOSEN KAISHA	On 29th inst.
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	LUZON MARU	Jap. str.	—	T. Miyata	NIPPON YUSEN KAISHA	On 1st Apr., at D'light.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	KIRIN MARU	Jap. str.	—	Tsuda	JARDINE, MATHESON & Co., LTD	On 6th Apr., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LTD	On 20th Apr.
SINGAPORE	HOPSANG	Brit. str.	—	Robertson	DAVID SASSOON & Co., LTD.	On 15th June.
SINGAPORE, PENANG & CALCUTTA	ITOLA	Brit. str.	—	Butler	THE BANK LINE LTD.	On 8th Apr., at Noon.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	JARDINE, MATHESON & Co., LTD	To-morrow, at 10 A.M.
SANDAKAN	HINSANG	Brit. str.	—	A. Kennedy	OSAKA SHOSEN KAISHA	On 28th inst., at 9 A.M.
HAIPHONG	KEIJO MARU	Jap. str.	—	Imaizumi	BUTTERFIELD & SWIRE	On 30th inst., at D'light
HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robertson	JARDINE, MATHESON & Co., LTD	
HOIHOW & HAIPHONG	LOKSANG	Brit. str.	—	D. W. Ritchie		

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	"LOONGSANG"	Saturday, 27th Mar., 3 P.M.
† SHANGHAI	"TUNGSHING"	Saturday, 27th Mar. D'light.
HOIHOW and HAIPHONG	"LOKSANG"	Tuesday, 30th Mar., D'light.
‡SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Thursday, 1st Apr., 3 P.M.
† SHANGHAI	"CHOYSANG"	Friday, 2nd Apr., D'light.
* MANILA	"YUENSANG"	Saturday, 3rd Apr., 3 P.M.
SINGAPORE	"HOPSANG"	Tuesday, 6th Apr., 3 P.M.
† SHANGHAI	"ONSANG"	Wednday, 7th Apr., D'light.
‡ SANDAKAN	"MAUSANG"	Thursday, 8th Apr., Noon.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning vice versa direct to Hongkong. Time occupied 6 days.

These vesse have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Chefoo, Tsin, Dairy Wei, Chowyang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labad Dain, Simporna, Tawao, Usukan Jesselton and Labuan.

Telephone No. 215, Sub. Exch 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 26th March, 1915. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS

Telephone No. 215.

Hongkong, 16th April, 1914. 25

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON	"CAERNARVONSHIRE"	On 11th April.
LONDON	"MONMOUTHSHIRE"	On 5th June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD., AGENTS

Hongkong, 25th February, 1915. [24

PACIFIC MAIL S.S. CO.

OPERATING

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 16200 tons NILE 13000 tons
PERSIA 6000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila)	Sailing TUESDAY,	30th Mar., at Noon.
MANCHURIA	" TUESDAY,	6th Apr., at 1 P.M.
MONGOLIA	" TUESDAY,	4th May, at 1 P.M.
PERSIA (via Manila)	" TUESDAY,	18th May, at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Meroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT, KING'S BUILDINGS.

TEL. No. 141. [18

CANADIAN PACIFIC RAILWAY CO.'S STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

WILL SAIL FROM HONGKONG FOR

VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

1ST MAY AND 3RD JULY.

Subsequent dates of sailing will be announced later.

PASSAGE RATES:—

VANCOUVER £31; LONDON £43 AND £45.

Rates to other Points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 25th March, 1915. [421

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"NUBIA,"

Capt. A. B. Garwood, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY TO-DAY, the 26th March, 1915, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MONGOLIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KAISER-I-HIND," due in London on the 7th May, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 13th March, 1915.

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA PANAMA CANAL
S.S. "ST. EGBERT" On or about 29th Mar.
FOR NEW YORK VIA SUEZ CANAL.
S.S. "LENNOX" On or about 29th March.

For Freight and further information, apply to—

DODWELL & Co., LTD., Agents.

Hongkong, 24th March, 1915. [336

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF CORINTH,"

Captain R. N. Gordon, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 26th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 19th March, 1915. [408

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SAINT EGBERT."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th April, or they will not be recognized.

All broken, chafed, and damaged Goods to be left in the Godowns, where they will be examined on the 26th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD., Agents.

Hongkong, 19th March, 1915. [409

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"

FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th April, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th March, 1915. [429

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ORIENTAL, Capt. A. L. Valentini	10 A.M. 26th Mar.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*NUBIA*, Capt. A. B. Garwood, R.N.R.,	Noon. 26th Mar.	*See Special Advertisement.*
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR, Capt. A. Collyer	10 A.M. 31st Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NELLORE, Capt. J. Grant, R.N.R.	About. 1st April.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd March, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHWANG	"SINGAN"	On 27th Mar., D'light.
AMOY and SHANGHAI	"YINGCHOW"	On 27th Mar., D'light.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 27th Mar., Noon.
SHANGHAI	"SHAOHSING"	On 28th Mar., D'light.
HAIPHONG	"SUNGKIANG"	On 28th Mar., 9 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 30th Mar., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 6th Apr., D'light.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
Hongkong, 26th March, 1915. TELEPHONE 36. AGENTS. [4

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "UMARIA," 5,317 tons, Capt. Elton will be despatched for YOKOHAMA, KOBE and MIIKE on 30th March.

S.S. "SANGOLA" 5,184 tons, Captain Milne, R.N.R., will be despatched for SHANGHAI, VLADIVOSTOCK, KOBE and MOJI on 2nd April.

WESTWARD

S.S. "ITOLA," 5,257 tons, Captain Butler, will be despatched for SINGAPORE, PENANG, and CALCUTTA on 20th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 26th March, 1915. AGENTS [29

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	FRIDAY, 26th Mar., at 1 P.M.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 30th Mar., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 2nd April, at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 24th March, 1915 [3

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	30th March,	On 20th Apr., 11 A.M.
EASTERN	22nd April,	On 13th May, 11 A.M.
ALDENHAM	30th April,	On 21st May, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS
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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	... TUES., 13th April.
* NIPPON MARU	11,000 — 18 knots	... TUESDAY, 27th April.
SHINYO MARU	22,000—21 knots	... TUES., 11th May.
CHIYO MARU	22,000—21 knots	... TUES., 8th June.

* Via MANILA, Omitting Shanghai.
Steamers via Shanghai leaves at Noon.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

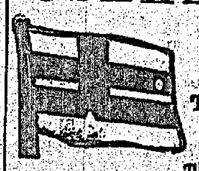
VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO,
THENCE BY
TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—15 knots	Tuesday, 11th May.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.
TELEPHONE 291. [216

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.
In Connection with
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA VIA MANILA, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CANADA MARU"	H. Yamamoto	TUESDAY, 30th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	T. Miyata	FRIDAY, 26th Mar., at 4 P.M.

FOR TAMSUI & KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	MONDAY, 29th Mar., at Noon.
"DAIJIN MARU"	K. Murakami	SUNDAY, 4th April, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	SUNDAY, 4th April, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer	Captain	Leaving
"KEIJO MARU,"	I. Imaizumi	SATURDAY, 27TH MAR., 10 A.M.
"DAIGI MARU"	S. Tokushige	TUESDAY, 30th Mar., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
114 Second Floor, No. 1, Queen's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	ERNEST SIMONS	On 29th March.

HOMEWARD

MARSEILLES VIA PORTS	POLYNESIEN	On 3rd April, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the C's Steamers at COLOMBO for CALCUTTA, (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.
21

NIPPON YUSEN KAISHA



THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ ATSUTA MARU, Capt. S. Yoshikawa,	16,000	SATURDAY, 10th April, at Noon.
	§ YASAKA MARU, Capt. Yamawaki,	20,000	THURSDAY, 22nd April at Noon.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ TAMBA MARU, Capt. Nagasaye	12,500	TUESDAY, 6th April, at Noon.
	§ YOKOHAMA MARU, Capt. Komatsubara,	12,500	THURSDAY, 15th April, at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	§ NIKKO MARU, Capt. R. Takeda	9,600	FRIDAY, 16th April, at 4 P.M.
	§ HITACHI MARU, Capt. Tominaga,	13,500	MONDAY, 17th May at 11 A.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON			
BOMBAY via SINGAPORE, MALACCA and COLOMBO	KIRIN MARU, Capt. Tsuda	7,800	TUESDAY, 29th March.
SHANGHAI, MOJI and KOBE	JINSEN MARU, Capt. Terada	8,000	THURSDAY, 8th April.
SHANGHAI and KOBE	CEYLON MARU, Capt. Shinobe,	12,000	MONDAY 29th March.
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU, Capt. T. Sato,	9,600	FRIDAY, 16th April, at 10 A.M.
SHANGHAI and KOBE			

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
ATSUTA MARU	16,000 Tons	Satur., 10th Apr.
YASAKA "	25,000 "	Satur., 10th Apr.
MIYASAKI "	16,000 "	Thurs., 22nd Apr.
KITANO "	16,000 "	6th May.
FUSHIMI "	25,000 "	20th May.
		3rd June.

FOR AMERICA.

TAMBA MARU	12,500 Tons	Tues., 6th Apr.
YOKOHAMA "	12,500 "	Thurs., 15th Apr.
SADO "	12,500 "	Tues., 4th May
AWA "	12,500 "	18th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE NOS. 292 and 1241 [5

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later.
p.m.			Noon.			
Mar. 15	NUBIA	Mar. 22	Mar. 26	MONGOLIA	Apr. 24	Apr. 30
—	ORIENTAL	Apr. 6	Apr. 10	MALWA	May 8	May 14
Apr. 12	MALTA	Apr. 19	Apr. 23	MOREA	May 22	May 28
Apr. 26	SARDINIA	May. 3	May. 7	MALOJA	June 5	June 11
May 10	NUBIA	May 17	May 21	MOOLTAN	June 19	June 25
—	ORIENTAL	June 1	June 5	MOLDAVIA	July 4	July 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£65. Return	£97.
	"B"	"	"	£59 "	£89.
2nd Saloon	"A"	"	"	£44. "	£66.
	"B"	"	"	£40. "	£60.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£61. Return	£91.
	"B"	"	"	£55. "	£83.
2nd Saloon	"A"	"	"	£42. "	£63.
	"B"	"	"	£38. "	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Mar. 15	Mar. 26	Mar. 31	Apr. 6	May 4	May 13
NORE	Apr. 12	Apr. 23	Apr. 28	May 5	June 2	June 11
NELLORE	Apr. 26	May 7	May 12	May 18	June 17	June 26
NOVARA	May 10	May 21	May 26	June 2	July 2	July 11

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return
FARES TO MARSEILLES:
1st Saloon £46 Single. 2nd Saloon £33 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.
28

POST OFFICE NOTICE.

MAILS EXPECTED.

FROM	PER	DATE
AMERICA	*Tamba Maru* ...	27th inst.
EUROPE (London 25th ult. via Siberia) ...	*Tamba Maru* ...	27th inst.
EUROPE (FRENCH MAIL)	*Ernest Simons* ...	28th inst.
...		
...		
...		
...		

FOR	PER	DATE
Haiphong	*Keifo Maru* ...	Friday, 26th, 9.00 A M
Straits, Batavia, Cheribon, Samarang and Sourabaya	*Riojun Maru* ...	Friday, 26th 10.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*Nubia*	Friday, 26th, Printed Matter and Samples ... 10.00 A M Registration ... 10.15 A M (Registration with late fee of 10 cents up to (10.30 A.M.) Registration, Kowloon B.O. 9.30 A M Letters ... 11.00 A M
Swatow, Amoy and Foochow	*Haitan* ...	Friday, 26th, NOON
Saigon	*Devawongse* ...	Friday, 26th, 3.00 P M
Straits, Ceylon and India via Bombay ...	*Luzon Maru* ...	Friday, 26th, 3.00 P M
Chefoo and Newchwang	*Singan* ...	Friday, 26th, 4.00 P M
Amoy, Shanghai and North China ...	*Yingchow* ...	Friday, 26th, 4.00 P M
Shanghai and North China	*Tungshing* ...	Friday, 26th, 4.00 P M
Hongay, ...	*Talesang* ...	Friday, 26th, 4.00 P M
Weihaiwei and Tientsin	*Huichow*	Saturday, 27th, 11.00 A M
Philippine Islands, Japan via Nagasaki and Seattle, Wash.	*Minnesota* ...	Saturday, 27th, 11.00 A M
Philippine Islands	*Loongsang* ...	Saturday, 27th, 2.00 P M
Shanghai, North China (EUROPE VIA SIBERIA) (Tientsin-Pakow Service Shanghai Brit. P.O. Thursday, 1st April.)	*Shacheing* ...	Saturday, 27th, Registration 3.30 P M Letters ... 4.00 P M
Haiphong	*Sunghtang* ...	Saturday, 27th, 4.Y P M
Shanghai and North China	*Kwongsang* ...	Sunday, 28th 9.00 A M
Swatow, Amoy and Formosa via Tamsui	*Kaifo Maru* ...	Monday, 29th, 11.00 A M

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
£1,500,000 at 2/— $15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman.
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „
N. J. STABB,
Chief Manager.
Hongkong, 11th November, 1914. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital£1,500,000
Subscribed „ 1,125,000
Paid-up „ 562,500
Reserve Fund „ 500,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTON,
Manager.
Hongkong, 10th July, 1913. [119

NEDERLANDSCH-INDISCH HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital.. Fl. 19,907,900 (£1,659,000)
Reserve Fund Fl. 7,765,500 (£647,125)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.
G. A. DUNLOP, Manager,
No. 8, Des Vœux Road Central
Hongkong, 17th November, 1914. [12

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
WM. DICKSON,
Manager.
Hongkong, 8th June, 1914 [118

BANKS

THE BANK OF CHINA. GOVERNMENT BANK

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)
Authorised Capital $50,000,000.
Paid-up Capital $10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:
SHANGHAI: NANKING; Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tungshan, Luanhsien, Tsanghsien, Hsingtai. HANGCHOW: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Loho, Chowkou. TSINAN: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. CANTON. KUEIYANG. PEKING: Kueihua, Suiyuancheng, etc., etc.

CANTON BRANCH:
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.
Hongkong, 13th October, 1914. [152

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed Yen 10,000,000
Capital Paid-up „ 8,760,000
Reserve Funds „ 3,790,000

President: KAZUYOSHI YAGIU, Esq.
Vice-President: KOJURO NAKAGAWA, Esq.

DIRECTORS.
IYETOSHI SADA, Esq.
KYOROKU YAMANARI, Esq.
SHINGO MINAMI, Esq.

HEAD OFFICE:
TAIPEH, FORMOSA (TAIWAN).

BRANCHES AND AGENCIES.

Akou	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kiukiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

LONDON BANKERS:—
PARR'S BANK,
YOKOHAMA SPECIE BANK.
Correspondents at Cheribon, Cheshan, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Semarang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:
3, DES VŒUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.
K TSUDZURABARA
Manager.
Hongkong, 7th January, 1915. [116

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: Wall Street, New York.
LONDON OFFICE: Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,060,000
(Gold) $7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL,
Manager
9, Queen's Road,
Hongkong, 22nd October, 1915. [193

COMMERCIAL.

CLOSING QUOTATIONS.

March 25th.

ON LONDON:—
Telegraphic Transfer 1/9⅞
Bank Bills, on demand.....1 9⅞
Bank Bills, at 30 days' sight 1/10
Bank Bills, at 4 months' sight ...1/10⅛
Credits, at 4 months' sight 1/10⅛
Documentary Bills 4 months' sight 1/10⅛
ON PARIS:—
Bank Bills, on demand 232
Credits, at 4 months' sight 242½
ON GERMANY:—
On demand nom.
ON NEW YORK:—
Bank Bills, on demand..... 44
Credits, at 60 days' sight nom.
ON BOMBAY:—
Telegraphic Transfer nom.
Bank, on demands 137
ON CALCUTTA:—
Telegraphic Transfer.....nom.
Bank, on demand..... ...137
ON SHANGHAI:—
Bank, at sight 78
Private, 30 days' sight nom.
ON YOKOHAMA:—On demand.....89⅜
ON MANILA:—On demand—Pesos—89½
ON SINGAPORE:—On demand.....78⅛
ON BATAVIA:—On demand 111⅛
ON HAIPHONG:—On demand 71⅝ p.m.
ON SAIGON:—On demand 7 % p.m.
ON BANGKOK:—On demand 84⅛
SOVEREIGNS, Bank's Buying Rate ...$10.75 n.
GOLD LEAF, 100 fine, per tael$56.40
BAR SILVER, per oz. 23⅝



There is no better Virginian Cigarette on the Market.
10 CIGARETTES FOR 20 CENTS.
25 „ „ 40 „
50 „ „ 75 „
[17

SHARE LIST.—QUOTATIONS.

HONGKONG, 25TH MARCH, 1915.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	£800 / L'don	6 p.c.
China Borneo Company, Limited ...	60 000	$12	all	$11, sales	11 p.c.
China Light and Power Company, Ltd...	50,000	$5	all	$3½, buyers	7½ p.c.
	50,000	$1	all	$7⅞, buyers	
China Provident, Loan & Mortgage Co., Ltd	200,000	$10	all	$7⅞, buyers	8½ p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 135	
Hongkong Cotton Spinning Co., Ltd. (in Liquidation)	125,000	$10	all	$6½	
	40,000	$7½	$6	$3.3, buyers	4½ p.c.
Dairy Farm Company, Limited ...					
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$65½	5 p.c.
H'kong. and Whampoa Dock Co., Ltd...	50,000	$50	all	$59, sales	5½ p.c.
New Amoy Dock Co., Limited...	10,000	$52	all		
S'hai. Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 52	
S'hai. and Hongkew Wharf Co. Ltd...	35,000	Tls. 100	all	Tls. 91	
Green Island Cement Co., Limited...	400,000	$10	all	$6⅜, buyers	4½ p.c.
Hongkong Electric Co., Limited ...	60,000	$10	all	$10½, sales	4 p.c.
Hongkong Hotel Company Limited	20,000	$50	all	$118	5½ p.c.
Hongkong Ice Company, Limited...	5,000	$25	all	$190.	8 p.c.
Hongkong Rope Manufacturing Co., Ltd...	60,000	$10	all	$27, buyers	
H'kong. & South China Steam Fishers. Co., Ltd	15,000	$5	all	$2	
Hongkong Steel Foundry Co., Ltd. ...	15,000	$10	all	$10	
Hongkong Tramway Co., Ltd.	325,000	5/-	all	$5.10, buyers	7 p.c.
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$360	6 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$134, x. div.	7 p.c.
Hongkong Fire Insurance Co., Ltd....	8,000	$250	$50	$373, buyers	7 p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 175	
Union Insurance Society, Limited ...	12,400	$250	$100	$657, buyers	6 p.c.
Yangtsze Insurance Association Ltd..	12,000	$100	$60	$235	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ltd	50,000	$100	all	$110	6½ p.c.
Hongkong Central Estate, Ltd, ...	10,000	$100	all	$95, buyers	
Hongkong Land Reclamation Co., Ltd.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ltd	150,000	$10	all	$6½, buyers	6 p.c.
Kowloon Land and Building Co., Ltd.	6,000	$50	$30	$42, sellers	7½ p.c.
Shanghai Land Investment Co., Ltd...	78,000	Tls. 50	all	Tls. 97	
West Point Building Co., Limited...	12,500	$50	all	$68½, buyers	5 p.c.
Maatschappij tot Mijn-, Beseh-en Landbouw exploitatie in Langkat ...	250,000	Gdr. 10	all	Tls. 39	
MINING.—					
Chinese Engineering and M. Co., Ltd	1,000,000	£1	all	32/-.	
Raub Australian Gold Mining Co., Ltd	200,000	£1	all	$4.50, sellers	
Tronoh Mines, Limited	160,000	£1	all	32/6, sellers	8 p.c.
Peak Tramways Co., Limited ...	25,000	$10	all	$10½, sellers	
	50,000	$10	$1	$1	
Pulpes et Papeteries du Tonkin Societe des	13,200	$50	all		
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$103½	
Luzon Sugar Refining Co., Limited	7,000	$100	all	$28	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd...	30,000	$25	all	$5½, sales	
Douglas Steamship Co., Limited, ...	20,000	$50	all	$35	10 p.c.
H'kong., Canton & Macao S.B. Co., Ltd.	80,000	$15	all	$23	4 p.c.
Indo-China Steam Navigation Co., Ltd	50,000 pref.	$5	all	$30, sal. & sel.	
	50,000 def.				
Shell Transport & Trading Co., Ld	4,047,610	£1	all	8⅞,	8½ p.c.
Star Ferry Company, Limited ...	40,000	$10	all	$36	
South China Morning Post, Limited ...	6,000	$25	all	$28	
Steam Laundry Company, Limited ...	20,000	$5	all	$3½, sellers	8½ p.c.
STORES AND DISPENSARIES.—					
Powell, Wm., Limited...	2f,000	$7	all	$6½, sellers	7½ p.c.
Watson & Co., A. S., Limited ...	90,000	$10	all	$6½, buyers	10 p.c.
Union Waterboat Co., Limited, ...	50,000	$10	all	$18	6 p.c.

LOANS.	AMOUNT.	VALUE.	INTEREST.	QUOTATION.
Chinese Imperial 1896	Tls. 767,200,	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Broker.*

BANKS

HONGKONG SAVINGS BANK.

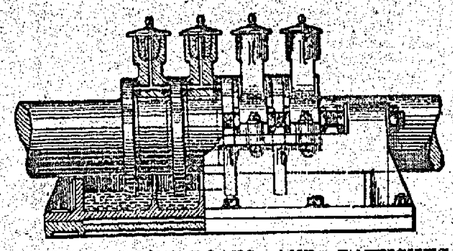
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [10

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENCES AT THE OUTPORTS,
A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated THE CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, $13 per annum. Postage $2 to any part of the World

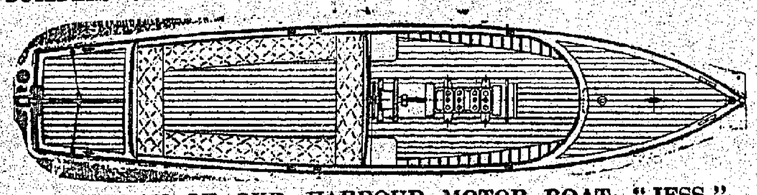
WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG.

SUPPLY ALL KINDS OF MACHINERY AND ELECTRICAL PLANT FOR LIGHTING OF TOWNS, FACTORIES AND PRIVATE RESIDENCES.

Agents for W. E. WATSON'S Marine Bearing Metal, for the Heaviest Marine or Locomotive Bearings.



BUILDERS OF RIVER STEAMERS, MOTOR BOATS AND LAUNCHES.



DECK PLAN OF OUR HARBOUR MOTOR BOAT "JESS."
Estimates and Plans Submitted for—
ELECTRICAL EQUIPMENT.
MACHINE TOOLS.
STEAMERS AND LAUNCHES.
DREDGERS AND LIGHTERS.
ENGINES AND BOILERS.
PUMPING AND IRRIGATION MACHINERY.
RAILWAY ROLLING STOCK AND EQUIPMENT.
Electro-Plating and Electric Repair Shops, WANCHAI. [82

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